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Foreign Daily in the Far East

# THE CHINA PRESS

報 陸 大

No. 2136 VOL VII.

Registered at the Chinese P. O. for transmission  
with special marks privileges in China

庚午年七月十六日

SHANGHAI, THURSDAY, AUGUST 22, 1918

大正四年第三種郵便物

10 CENTS

## SEMENOFF FORCE TAKES MANCHULI; AWAITS JAPANESE

Anti-Bolshevik General  
Strikes On News Of  
Help From Tokio

## WILL CO-OPERATE

Nipponese Vanguard Bound  
For Manchuria Frontier  
Arrives At Hailar

## ACTION DEFENDED

Reuter's Says Despatch Of  
Troops Was Forced By  
Chinese Weakness

Reuter's Pacific Service

Tokio, August 20.—Official Semenoff's detachment, which, when pressed by Austrian and German Bolshevik troops retreated to Tsuagan, ten miles east of Manchuli, and there awaited its opportunity, finding our detachment under General Fuji was commencing to move towards the frontier of North Manchuria, resumed activity near Tsuagan on the 19th and occupied Manchuli and the vicinity. He is expected to co-operate with the Japanese forces.

Our advance guard arrived at Hailar on the 19th. The enemy at Hailar and in the region west of Changkayska and in the region west of Manchuli totals 7,000 infantry and 700 cavalry, consisting of Austrians, Germans and Red Guards.

### Relief For Siberia

The Government has decided to extend its scheme of economic relief in Siberia, the extreme distress of the Russians in Siberia receiving sympathy here. A special commission composed of officials and unofficial experts will be organised soon for the purpose of translating Japan's sympathy into action. It is very probable that Japan's efforts will be co-ordinated with similar undertakings by the British and Americans. Besides supplying food-stuffs and other necessities, the rehabilitation of Russian industries will be undertaken by the Relief Commission.

### Embargo Urged On China

Peking, August 20.—The Allies have requested China to place an embargo on exports from Manchuria to Harbin via the Sungari River as supplies are reaching the common enemy.

### Japan's Sending Troops To Manchuli Is Defended

Peking, August 20.—The Chinese press continues to complain regarding the despatch of Japanese troops to the Manchuli frontier, apparently being unaware of the actual situation there, which is that the absurdly inadequate number of Chinese troops at Manchuli did not raise the slightest objection against the enemy crossing the frontier, informed Bolsheviks and Magyars alike that they were neutral and allowed the enemy to purchase what supplies they needed.

The matter is one of real importance and the arrival of the Japanese places the military situation on a much sounder basis, establishing a real frontier which the Chinese showed no disposition to create until the Japanese moved. As time is of the greatest importance to the Czech cause it is hoped that the Chinese will recognise that their real interests are inseparably bound up with those of their Allies in this matter as in all others, and that the immediate strengthening of that frontier has become a military necessity which the German agents throughout China are keenly endeavouring to prevent.

It is reported that General Pao Kwei-ching has refused the post of Commander-in-Chief of the Chinese forces in Siberia, which Lieutenant Chin Yun-peng has accepted while Lieutenant-General Hsu Shu-cheng becomes Chief-of-Staff of the War Participation Bureau and the Fenchien troops in Chihli. Honan and

(Continued on Page 11)

## Anfu Clique And Tuchuns To Control Parliament

Chiaotung Clique, Working With Tuchuns, Also  
To Play An Important Part

(From Our Own Correspondent)

Peking, August 19.—A resumed session of the Tientsin Tuchuns' Conference has been held yesterday and today, and it seems that at last the Conference, in conjunction with meetings of the politicians here in Peking, has practically decided who are to be the chief officers of state, who are to be the principal officers of parliament, and a few details of that kind. In order to reach decisions on these matters it was necessary to clear the air as to one important personage, namely General Hsu Shu-cheng. There seemed earlier in the week to be a dead set against General Hsu. On the one side Generals Tao Kun and Chang Hsiao-chi, evidently fearing his growing power, demanded of General Tuan Chi-jui that General Hsu should be relieved of office. This was practically a defiance of General Tuan himself, for it was well known that General Hsu was his right-hand man, and that two had worked very closely together for some time.

During President Li's administration, it will be remembered, General Hsu held office as Prime Minister and also held the office of Minister of War. At that time General Hsu was both Vice-Minister of War and of the Cabinet, and there rose serious differences between the Cabinet Secretariat and the Presidential Secretariat. Eventually General Hsu was relieved of office as Secretary of the Cabinet, but retained his vice-ministry. When General Tuan went out of office General Hsu went with him, and then became principal Lieutenant to General Chang Tso-lin, Tuchun of Fengtien. As Commander-in-Chief of the Fengtien forces operating against the south, General Hsu has held a very strong position, and has thereby greatly strengthened General Chang Tso-lin's position.

All Jealousy Of Him

For reasons that are not quite clear but may probably have been caused by General Hsu's jealousy that included both General Hsu himself and General Chang Tso-lin, several of the northern Generals have been quietly opposing General Hsu during the past few weeks, while the uncertainty of the political situation has been going on. On the other hand, General Chang Tso-lin has been working for the Vice-Presidency, and his chief agent in this campaign has been General Hsu. The question was whether the Prime Minister would sacrifice General Hsu, who has been a tower of strength to himself, or whether he now has reached a point where he can be easily replaced with respect to General Hsu. He is relieved of the command of those of the Fengtien forces that are directly engaged in the campaign against the South, but retains his position of commander of the rest of the Fengtien troops. Part of the by-play has been the fact that there was a temporary misunderstanding between General Hsu and General Tso-lin.

Finally there comes the Presidential and Vice-Presidential election, which may take place early in September, but is more likely to take place between the 10th and the 15th of the month. The Tuchuns have decided, and the Anfu Club has assented, that Hsu Shu-cheng is to be President and Tao Kun Vice-President, with Tuan Chi-jui as Prime Minister.

These are the arrangements at present, but there's many a slip twixt cup and lip.

## DUTCH TO RELEASE SHIPS FOR U. S. TRADE

Forty Vessels Held In East Indies  
To Take Cargoes  
To America

(American Wireless To Reuters)

Washington, August 19.—Fifty Dutch ships in the Dutch East Indies are expected to be released as the result of the informal modus vivendi to bring sugar, tin and quinine to the United States.

## Chile Gives \$118,000 To U. S. Red Cross

(American Wireless To Reuters)

Washington, August 20.—(Received by French Wireless Station).—The Council of the American Red Cross is notified that the Red Cross War Fund Drive in Chile during the week ending on July 6, raised a total of \$118,000.

## ENEMY AERODROME BOMBED

(Reuter's Agency War Service)

London, August 19.—Air Ministry official. Last night we attacked the landing ground of an aerodrome and used our machine-guns against various targets on the ground. One machine has not returned.

## PRICE OF RICE GOES UP ADDITIONAL 25 CENTS

Rises 10 Percent On Fear Em-  
bargo On Exportation  
Will Be Lifted

The price of rice in Shanghai went up another 25 cents yesterday on account of the repeated report that the prohibition on the exportation of the cereal will be allowed to relieve the shortage in Japan. Ordinary rice consumed by the average populace is now selling at 88 per picul, about eighty cents above the price three days ago.

## Hongkong Is Thanked For Gift To Empire

Colonial Secretary Telegraphs  
Appreciation For £300,000  
Donation To War Expenses

Reuter's Pacific Service

Hongkong, August 21.—The Secretary of State for the Colonies telegraphed to the Governor of Hongkong on the 17th stating that His Majesty's Government gratefully accepted the Colony's generous gift of a further £300,000 towards war expenditure and conveying cordial thanks to the Legislative Council.

## Lunch Of Y.M.C.A. Field Secretaries In France



Workers of the Y.M.C.A. abroad partaking of their simple repast behind the battle lines in France. It is these boys who are helping to make life pleasant for our boys at the front.

## NOTED EXPLORER HERE ON ASIATIC EXPEDITION

Mr. Paul J. Rainey, Naturalist  
And Lecturer, To Photograph  
China's Wild Animals

(American Wireless To Reuters)

Washington, August 20.—(Received by French Wireless Station).—The Bureau of Statistics announces that co-operative retail food prices on July 15, as compared with the same period last year, show an average increase of 69 percent.

A statement issued by the War Department shows that the American army is using 1,250,000 lbs. of butter and 700,000 lbs. of oleomargarine a month.

## Retail Food Prices In U.S. Up 69 Percent

SOVIETS FAVOR RUSSIA'S  
INTERVENTION IN WAR

(American Wireless To Reuters)

Amsterdam, August 20.—(Received by French Wireless Station).—The Soviets' appeal says that the intervention of Russia in the war is necessary and the Government has therefore completed its preparations to remove to Kronstadt, which is regarded as a safe place.

(Reuter's Agency War Service)

Paris, August 19.—The official communiqué issued this afternoon reports:

There has been a violent artillery action during the night time north and south of the Aire.

We took 400 prisoners yesterday west of Roye.

At six o'clock yesterday evening between the Oise and the Aire our troops recited our front on a stretch of about fifteen kilometers between south of Carlepont and Fontenoy reaching on the whole line an average advance of two kilometers. We occupied the plateau west of Audignicourt Ravine, captured Nouvron-Vingré and took 1,700 prisoners, including two battalion commanders.

German Fire Slackens

In consequence of our steady advance on Roye the German artillery fire has slackened again suggesting that he is transferring his batteries to the rear. His infantry resistance appears to be focussed on the strong points of Chaulnes, Roye and Lassigny and a few other strongholds which could be stormed at any time. The Germans desire this, but instead of exposing our men these redoubts are being literally deluged with shells and the Allies are striking only well-defined points and attaining their objectives one after the other without undue haste. Signs of uneasiness are shown by the enemy making raids on the British and French fronts to find out what their adversaries are doing.

The reports that Austria has been required to place from ten to fifteen divisions at the disposal of the German Staff show how low the German reserve supply of man-power has fallen.

Lieutenant Fonc of the French army brought down three enemy planes on Wednesday, bringing the total number of hostile aircraft destroyed by him up to sixty.

Reye Station Captured

London, August 19.—The railway station at Reye was captured.

Reuter's correspondent at French headquarters reported this evening:

Simultaneously with General Man-

gin's attack east of the Oise, General

Humbert attacks from le Hamel,

on the right of the Oise north of Ribe-

court, to Bles des Loges, midway

between Roye and Lassigny. Thus

the enemy, who has hitherto been

fronting west to General Humbert's

and Sir Henry Rawlinson's Armies,

is now menaced on his southern

flank.

General Mangin's two attacks on

the 17th and 18th brought his troops

at one point barely two miles from

General Humbert's and the conjoined

attack of the two armies secured a

line which is advancing on both

banks of the river and, on the left,

is causing the enemy serious anxiety

for his positions between Bles des

A Live Newspaper Devoted  
to Progress in China

## FRENCH PENETRATE FOUR MILES DEEP IN NEW OFFENSIVE

Add To Territory Won  
Between The Oise And  
The Aisne

## ROYE ENVELOPED

Town Surrounded on Three  
Sides And Railway Sta-  
tion Captured

## FLANK ATTACKED

Humbert Starts Drive From  
Le Hamel To Bois  
des Loges

(American Wireless To Reuters)

New York, August 20.—(Received by French Wireless Station).—The French have advanced on a front of fifteen miles between the Oise and the Aisne, penetrating the enemy lines to a maximum depth of two miles, making a maximum penetration of four miles since Saturday.

It appears that Roye is enveloped on three sides.

The British have repulsed repeated assaults in Picardy southeast of Chaulnes.

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ALLIED AIR MASTERY  
IN ITALY COMPLETE

Captured Austrian Documents

Testify To Helplessness Of

Teutons' Artillery

(Reuter's Agency War Service)

London, August 19.—Reuter's correspondant at Italian headquarters wires today:

Two Austrian documents which have been captured show the extraordinary mastery the Allies have obtained over the enemy in aerial warfare. The first enjoins better protection for dumps and emplacements against aerial observation by better camouflage and less military orderliness. The second, from a Colonel in command of artillery, seeks to explain the impossibility of systematic and effective destruction of the Allied artillery. He indicates that the Allied guns as well as their observation is superior and complains that the inferiority of his batteries in number, power and the restriction of the ammunition supply render it impossible for him to comply with the request of the Austrian infantry for better protection by their artillery.

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between Roye and Lassigny. Thus

the enemy, who has hitherto been

loges and Lassigny. The German resistance is desperately hard.

We reached a stage corresponding to that of the Germans at the end of March at the beginning of June when our reserves began to arrive and restored the advantage of the initiative by successful flank attacks. The enemy is now using his reserves and, however, he may grudge the necessity of having to waste them in a defensive battle which can, in the end, only be a prelude to a retreat, he still possesses some thirty fresh reserve divisions in addition to 400,000 youngsters of the 1920 Class and our successes have been most carefully planned and manfully won.

#### Enemy Flank Threatened

Reuter's Agency learns that it was General Mangin's army which participated in the attack mentioned in the French official communiqué issued this afternoon. The scene of the attack is the sector between Lassigny Ridge and Solsonas and its importance lies in the threatened enfilement of the German lines on the Aisne beyond Solsonas.

Reuter's Agency learns that General Mangin's attack has been brought to a satisfactory conclusion, practically all the objectives being attained.

General Mangin now holds all the high ground commanding the valley of the Oise from the south and threatens the enemy positions towards the Aisne. Any further advance by the French between the Aisne and the Oise would have disastrous possibilities for the enemy, who, realising the danger, are counter-attacking locally.

#### Le Hamel Captured

Between Lassigny Massif and the Oise fighting continues and the French are still making progress. Le Hamel, one and a half miles north of Rivecourt, has been captured, constituting an advance of one and three quarter miles.

Reuter's correspondent at French headquarters reports today:

General Mangin's attack was made after a short artillery preparation. The enemy was again surprised. He was holding the line weakly without reserves within call and we gained useful ground, which overlooks the deep wooded ravine running south-eastward from Nampcel to Nouvion-Vingre by which the Germans brought up their troops unobserved. The enemy must now withdraw all but his immediate fighting line behind the plateau on his side of the valley.

#### Germany Steadily Retiring

Reuter's correspondent at British headquarters wires this evening:

From north of Hebuterne to south of Albert the Germans continue slowly and methodically to move back.

There are now signs of their retirement in the valley of the Scarpe, where our patrols have established contact with the enemy on both banks of the river and made progress on the south side.

Prisoners state that the object of the withdrawal is to take up improved positions before the winter and to conserve man-power by shortening the line and occupying more favorable ground. Nevertheless, the German withdrawal means the renunciation of the offensive and an admission of the loss of the initiative.

Field Marshal Sir Douglas Haig reports this evening:

The enemy this morning strongly attacked our positions on a front of one mile between Lihons and Herleville and succeeded in penetrating our line at two points. Our counter-attack drove him out and the situation was completely restored. We inflicted many casualties on the Germans and took a few prisoners.

#### British Advance At Merville

Our advance in the Merville sector continued and we made considerable progress on a front of 10,000 yards. We entered Merville and reached the road through the Merville front from Paradis to Les Puresbeques. In the sharp fighting which occurred we took prisoners and machine-guns. The total of our prisoners taken in the neighborhood of Outtersteen is now 676, including eighteen officers.

Air Action—We brought down six aeroplanes yesterday. One British machine is missing. We dropped sixteen tons of bombs during the day and night.

Reuter's correspondent at British headquarters reports:

Our attack on Outtersteen Ridge yesterday was more successful than at first believed. 669 prisoners were captured, including twenty officers, many of whom were Poets and the remainder typical Saxons. We have established an entire domination of the ridge with wide observation over the adjoining territory and the enemy is no longer able to watch us except from balloons.

A German official communiqué reports:

We repulsed British attacks between Metzern and Merris.

We advanced our lines locally northward of the Ancre.

An Australian attack at Helleville broke down.

The enemy penetrated the western part of Beauvoisines. We withdrew to the eastern edge of the village.

An enemy assault between Carlepont and southward of Nouvron broke down after a bitter struggle which lasted for many hours.

#### British Attack In North

Field Marshal Sir Douglas Haig reported last evening:

We carried out a successful local operation on a front of over four miles

## PEKING MUST APPROVE EXECUTIONS HEREAFTER

### Provincial Authorities Can't Inflict Capital Punishment Unless Government Sanctions

(From Our Own Correspondent)

Peking, August 20.—An order issued by the Ministry of War yesterday has caused some comment here. The order states that in future the military governors of provinces and all other military commanders must report to Peking before they execute capital punishment on any person. The order does not imply any new rule or procedure, but is merely a strong insistence upon the observance of the existing rule. Issued just at the present moment, when General Hsu Shucheng, who was responsible for a recent execution under very extraordinary circumstances at Tientsin, is for the time being not so strongly in the ascendant as he was, the order is regarded as being not without intention that it shall fall under his notice.

This question of executions in the provinces is not new. Under the monarchy, capital punishment could not be inflicted, except in the case of criminals caught in the very act of a heinous offense, until confirmation of the provincial judge's decision had been reached after a review of the case, from the documents, in Peking. With the inauguration of the Republic this rule was not fully enforced, though it was recognised as still existing. The most striking example of this was the case in which Vice-President Li, as he then was, sent thirteen persons accused of a plot on his life, to Peking and sent with them all the documents and proofs of guilt. Faced with these documents and the direct proofs of their guilt, the accused had nothing to say, and two of them were shot this morning after their arrival.

In this case, as Vice-President Li personally explained at the time to the present writer, although the monarchy had been abolished, and presumably with it its laws and procedure, yet no new procedure had been established; so General Li adopted a middle course. He gave a full, complete and in every way fair trial to the men in Wuchang, established their guilt, and then sent men and proofs to Peking, instead of merely referring their case to Peking. Their case was rapidly reviewed in Peking, the accused were asked if they had anything to say in further defense, and not having anything to advance on their own behalf, punishment as decreed by the Wuchang court was executed.

During the last few months there have been many cases of summary execution in the provinces, and the provincial authorities have dropped into a slovenly habit of executing first and reporting to Peking at later convenience. Peking is glad to have the statistical records, but would prefer not to be deprived of the opportunity of revision of the sentence before its execution has made such revision somewhat unnecessary.

The order now issued applies to military commanders only, but as practically the whole country is under martial law, or at least under military rule, it covers the semblance of military administration as well.

On the civil side practically the same rule exists, but it has not been violated in the same way as it has on the military side, so that no order has been issued.

The China will sail for Hongkong this morning at nine o'clock, taking a big cargo of flour and 10,000 bars of silver, valued at \$1,200,000. The silver will go to the British Government at Hongkong.

The Colombia is scheduled to sail for Manila tomorrow morning at 10 o'clock with a big cargo of flour.

Dr. L. D. Arbuckle, U. S. Navy; Mrs. C. W. Rosenstock, R. E. Burke and J. T. Kenney are among the passengers going to the Philippines. Mr. Kenney goes to the Manila office of the Pacific Mail.

Among the passengers arriving on the Colombia yesterday afternoon were Mr. Paul J. Rainey and Mr. Edward Heller, explorers and naturalists. Mr. Lee Haygood of the General Electric Company of New York, Mr. H. E. Morton of the B.A.T., Mr. C. E. Kempfer of the British Cigarette Company, Mr. and Mrs. R. B. Nichols, Mr. and Mrs. N. W. Hickling and others.

Mr. F. C. Charman, purser of the China, will take over the duties of Shanghai agent of the China Mail Steamship Company upon the retirement of Mr. G. J. Petrelli, Acting Freight Clerk M. J. Callahan taking the China home as purser.

#### MUNICIPAL STAFF

Police Force—The Council has learnt with deep regret of the death in action on July 20, of Captain C. G. Kirk, who until August 9, 1915, was employed as Chief Detective Officer in the Police Force.

Public Band.—Two-and-a-half months' leave is granted to Musician N. Zamora from August 15.

\$1 opens a Savings Account.

\$100 opens a Checking Account.

#### HOMELANDS OF SOME OF OUR DEPOSITORS.

America, Australia, Canada, China, England, France, Ireland, Italy, Japan, Norway, Portugal, Russia, Scotland, Switzerland, Wales.

#### The American-Oriental Banking Corporation

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### News Briefs

The Municipal Gazette reports that upon recommendation of the Commandant a commission as 2nd Lieutenant is authorised for issue to Mr. G. J. Turnbull of the Shanghai Scottish, S. V. C.

The Military Cross has been awarded to Lieutenant A. K. Brown, Army Cyclist Corps, attached to the Chinese Labor Battalion.

Mr. John Johnstone, manager of Jardine, Matheson and Co., left for Weihaiwei yesterday.

Employees of the Pacific Mail Steamship Company in the Far East will be allowed to purchase Liberty Bonds through the San Francisco office and the company will allow employees to pay five percent of the amount of the bonds monthly.

Mr. Robert L. Eddy, pitcher of the Shanghai baseball team, left for the Korean Maru yesterday for the United States where he will join the U.S. Navy.

Sir C. Paul Chater and Lady Chater of Hongkong, en route to San Francisco on the Korea Maru, were visitors in Shanghai yesterday.

Mr. and Mrs. K. J. Corkery arrived from Japan yesterday.

Mr. J. H. Rosseter, assistant general manager of the Pacific Mail Steamship Company, has been appointed operating manager of the United States War Trade Board and Mr. Daulton Mann is acting assistant general manager.

Mr. H. F. Palmer has been named as Kobe Agent for the Pacific Mail Steamship Company.

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## Three Meatless Days A Week For Vienna

(American Wireless To Reuters)

Washington, August 20.—(Received by French Wireless Station).—An official despatch from Switzerland states that three meatless days a week have been ordered by the Municipal authorities in Vienna.

## Wheat Gluten Seized As Alien Property

(American Wireless To Reuters)  
New York, August 20.—(Received by French Wireless Station).—The Custodian of Alien property has seized 1,057,000 lbs. of dehydrated wheat gluten stored near here which it is believed was to have found its way to Germany through Switzerland.

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## Lexington Meets Germany; Story Of Four Days' Fight

A Test Of Strength—The 104th Regiment Against  
Storm Troops—New Soldiers Fight Like Heroes

By George H. Seides

Although the following article (copyright by Edward Marshall) does not specifically mention the 104th, every person of Massachusetts who knows anything of the personnel of the organization and its exploits in France will see immediately that that is the regiment referred to. Evidently censorship regulations or war department policy prevented the correspondent from describing this body of fighters by number. This necessitated the use of the term, "the Sons of Lexington."

George H. Seides, who sends the following account of the splendid showing the regiment made in its first experience of heavy fighting, is a regular newspaper correspondent accredited to the American army by Gen. Pershing and he has been regularly visiting the different sections of the United States army wherever they have been situated on the line—beginning with Lorraine. George Seides is not out to boost the fighters in which this section (says the Springfield Republican) is most intimately interested, and his story of the 104th came simply as part of his work along the whole American front. This fact makes his tribute all the more important and so much more valuable.

By you rude bridge which arched the flood,  
Their flag to April's breeze unfurled.  
Here the embattled farmers stood  
And fired the shot heard round the world.

With the American Army in France, June 6.—Slimy trenches with mud to the knee. No flag or color flying. The soft breeze rolling up from No Man's Land laden with gas and death. The sky shaking with the burst of heavy shells and the earth twisting and spouting. Mist and the flood down.

The sons of Lexington sheltering in hole and gully, behind tree and hillock, just as their fighting ancestors did, more than 140 years ago, have met the first offensive of the enemy and crushed it back into the earth. Again they have fired the shot heard round the world.

We have had many a raid and many a skirmish on the American front. Our men have gone over the top and come back and gone over the top again. They have answered barrage with barrage, and for every German blow they have struck a harder blow. That perhaps is why the enemy gathered 1,000 "Stoss-truppen" (storming troops) and in the days commemorating for us the battle of Lexington they drove that human storm against our line. They meant to blot and burn out the "contemptible Yankees."

For four days and four nights, without sleep or rest or food or clean air to breathe or clean water to drink, our men fought against the raging waves of this German offensive, the first in our pages of the history of this war. That we defeated the enemy is known, not only to us but to that German commander who sought the honor of inflicting the first humiliation upon us. We did more than defeat him. We assured ourselves of our strength.

We can defeat him again. We can defeat him every time. So our officers, our generals and our 2d lieutenants, they who lead and who know our men, can now tell you with pride but without arrogance, for our men have stood the test.

They are real men, these sons of Lexington and of our first great fight for freedom. There is no measure for the depth of their noble manhood and great deeds. They have already equaled some famous in history. The very first incident told to me when I came into this little village where the men who bore the heaviest shock of the first battle are resting, was about an American boy who threw his body upon a German grenade which was hurled among a group of soldiers. He gave his life for them without hesitation, and with the certainty of death. They do not even know his name.

This is the story of First Class Private Rudolph Foster. He went up the communicating trenches the first hours of the fight, when a report came in of a casualty. He went up with a stretcher and found his man lying in a trench unconscious and bleeding freely. Foster bandaged the wound. He revived his man, and despite the heavy German fire he got him back safely to the advanced medical post.

So far he was sticking to his job. But he had seen enough of the fight to realize that services such as he could give might be called for at any time, so when his charge had passed into other hands, Foster dodged back into the trenches and remained for three days and three nights.

In such a battle, composed of numerous small attacks and frequent periods of quiet or intensified bombardment, Foster found many opportunities of administering to the infantrymen. In those 72 hours in the front line and in No Man's Land, he clamped two arteries, dressed almost a score of wounds and carried wounded back. When the battle was ended his commanding officer, Dr. Dudley, said to him:

"Foster, it's strange there are no shock patients among those men you cared for. I was going to give you a hypodermic, but I was afraid you did not know how to handle it."

"Hypodermic, hell," replied Foster. "I gave every one of them half a grain of dope out of my bag."

The doctor looked into the bag. Instead of rations, Foster had taken some antiseptics, preparations, some bandages and some ointments with him. Little of each remained. I asked Foster where he had learned his art.

"Well, sir," he replied, "I used to be an undertaker in New York City. Before I joined I was working in the

said. "No one will go twice so long as there are plenty of volunteers."

But Able insisted. "I know the way," he said. "and, besides, somebody is watching over me."

This carrying party came up into the line just in time to see the German infantry rush our trenches. The ammunition was dropped and each man, with bayonet fixed, charged the Germans.

Lucky Not To Be Killed, He Says

Westinghouse plant in Chicopee Falls, Mass. Everything you learn, it seems, comes in handy in this war."

Story Of Lieut. Day

The machine-gun and other small units occupying strong points in the trenches had terrible experiences for the enemy concentrated heavy fire upon them. We were told frequently in our talks with the men how they were buried alive not once, but several times, and had to dig themselves out or hope for their companions to save them. Lieut. Day, citizen of Springfield, Mass., and his crew were caught by a big German shell, which threw them to the ground and covered them with a heavy layer of mud. Their machines were knocked out, dismantled and pieces strewn about. On several occasions it was necessary to rebuild a gun.

Believing they had silenced the American fire, the Germans meanwhile started a wave straight for the machine-gun emplacements. Lieut. Day and his men worked feverishly on their gun, and got it set again when the Germans were almost upon them. The first burst killed or wounded every German in the first line of advance, and the rest were either dealt with similarly or forced to retreat.

Guns Working Like Hell'

It was then that Lieut. Day sent the following message to the commanding officer: "All emplacements shot away. All guns working like hell."

Lieut. Ferguson, once of Somerville, Mass., had almost a similar experience. He was in charge of six men and a Stokes mortar battery. The Germans evidently spotted the Stokes, for they concentrated on it and every man of the unit except the officer was hit. One of the wounded men tried to assist in the firing, but collapsed.

The lieutenant, however, did not desert his battery. For a while he worked the gun himself, using his teeth on the detonator while both hands were working the gun. Presently one man came to help him and the two stayed in the exposed position all day making a fine barrage.

Story Of Able Flesher

The story of Able Flesher of Boston. Able, they say, had neither the appearance or the habits of a fighting man. Everyone told funny stories at Able's expense. For instance, one day Able was seen starting out on a march with some 20 or 30 pounds of packages in addition to the 60 odd the army provides. They asked him what he was taking along, and he replied "Everything."

"It's such a big army now," Able replied, "you never know who is honest."

Able never saluted stiffly enough. Able spoke too familiarly to his officers. Able, in short, was not much of a soldier.

On the day of the attack Able's company was in reserve. Volunteers were called for to take up ammunition to the trenches and every man in the company volunteered. Able was one of the men chosen.

Luckiest Jew In The Army

Not all the men came back. Able did.

"I'm the luckiest Jew in the army," he told his company. "We was three carrying the stuff, one in front of me and one back, when the Germans they shoot the fellow in front and the fellow in back, but they don't touch me. Somebody's watching over me, ain't it?"

The officer called for another group of volunteer ammunition carriers. Able volunteered again.

"No, you can't go," the officer

banisted, but the lives of the wounded men were saved.

The Brave Padre

No less heroic was the act of Rev. Father J. B. De Valle of New Bedford, Mass. He had refused to stay behind when the men went into the battle, saying that whatever spiritual aid he could give would be given in the trenches. Besides encouraging the men, he had opportunities for distributing coffee and cigarettes and assisting the medical corps.

In one of the hand-to-hand encounters an American soldier was seen to fall in No Man's Land. It was presumed that he was wounded and unable to drag himself into a shell hole or back to the trenches where he would be safe from the enemy fire. Our infantry having chased the Germans back and there being no one in the trenches, Padre De Valle climbed over the parapet and came up to the wounded man and carried him on his shoulders back over the parapet and to a relief post.

Asked To Make Counter-Attack

These are all incidents in which there is some special nuance of fine action, of self-sacrifice, of human glory. But we have them also in the straight and steady fighting which made up most of the four days. The Germans had prepared for a victory by at least 10 days of shelling, intensified the last days so that the American front line trenches were almost leveled, being merely shallow ditches without protection.

Capt. Connelly of Wakefield, Mass., was in command of one of our wings. In the 24 hours which included the crisis of the battle, Capt. Connelly was asked by the French regiment on his wing to make two counter-attacks. Capt. Connelly made them. He was entirely successful in each. His men told me why.

First Man Over

"Capt. Connelly was the first man over in both attacks," they said. "By God, it was a great sight when he gave the word and then started out ahead of us. We couldn't help it. We just had to shout. 'The Yankees are coming,' someone cried out, and we all took it up as we came along behind Capt. Connelly.

"Then in the second counter-attack we did the same thing. It inspired us to see Capt. Connelly leading the way, and I know there isn't a man in the company now who wouldn't give his chance for his life for him, or any officer like him."

Lieut. Wilcox got 19 German prisoners and Lieut. Edwards, a former

I have mentioned Dr. Dudley, Capt. O. H. Dudley, surgeon, of Saxonville, Mass., and Sanitary train, France, found himself in the most advanced dressing station at the beginning of that attack, and he worked three days and nights without sleep or food, and only a little coffee to drink. He was cut off by the barrage. His position was so exposed that one side of his post was hit by shells several times and machine-gun bullets played a dull, march continually upon it. One man was killed just at the door of this post.

"He went through those three days with a smile on his face and a cheering word for every wounded man." This is the simple tribute a soldier in hospital paid to Capt. Dudley.

In those three days he treated cases, including the German prisoners, several of whom were shot in the back by their own guns. He had a terrible time getting water, but the litter bearers succeeded in bringing up small quantities for him. At one time he had a report that there were a number of Americans wounded in a shell hole in No Man's Land. It was daytime and the fight at its worst. Nevertheless 10 boys, all from Watertown, Mass., crawled out. They found the wounded and were bringing them back when a barrage forced them into another crater. They stayed there several hours, caring for the wounded. When the firing slackened, they came back another hundred yards, when a second barrage cut them off. Again they hid in a shell hole, and it was not until 3 o'clock in the morning that the medical unit brought the wounded into Dr. Dudley's post. Everyone in it was ex-

posed to a terrible fire. There is no tonic for the nerves that is not a tonic for every other part of the body. There is no form of debility that does not rob the nerves of nourishment. The remedy therefore for nervous breakdown is a tonic that will build up the general health, revitalize the blood and enable it to carry to the starved nerves the elements they need.

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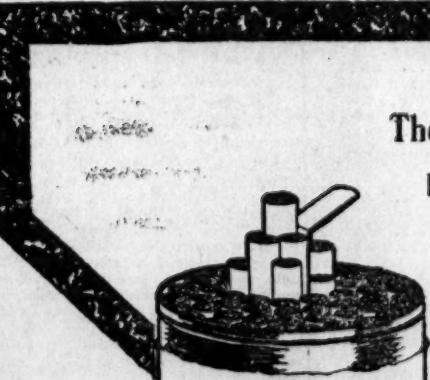
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Boston newspaper man, got 11. They had a report that a German squad had entered the deserted and shattered front line. The lieutenants got their men together and advanced on the flanks of the trench. Lieut. Edwards and his men came upon the 11, who surrendered without protest.

Single-Handed Captures

Lieut. Wilcox passed several dugouts which he believed contained Germans. He therefore left two men at the mouth of each with instructions to get their boosches or throw grenades into the dugouts if the Germans refused to surrender.

He advanced alone, armed with an automatic, and came upon 19.

"Hands up, Fritz," he commanded.

Then he began calling to the men he had left behind, no more than half a dozen in all.

The Germans, believing he was

summoning at least a platoon, held

up their hands. Lieut. Wilcox less and impersonal as black desert night, and what does it know of the man who gave his life for another and the suffering and heroism, the moments of glory and exaltation and the fierce splendor which has crowned many a pale American boy in this hell of battle? It tells you merely the resulting fact. But next time you read: "An enemy took against our lines on a front of kilometers broke down with heavy losses," think of Foster and Day, Ferguson, Flesher, Connely, Dudley, Edwards and Wilcox. Think of those who did as much and did not live to gain an earthly reward.

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## Notable War Books

God and the Soldier. By Norman Maclean and J. R. P. Schatier. New York: George H. Doran Company. \$1.25 (gold).

Prayer in Wartime. By Sir W. Robertson Nicoll. New York: George H. Doran Company. \$1 (gold).

God and the War: Some Lessons of the Present Crisis. By Archdeacon Paterson-Smyth. New York: George H. Doran Company. \$1 (gold).

Your Boys. By Gipsy Smith. Foreword by the Bishop of London. New York: George H. Doran Company. 50 cents (gold).

Sister Clare. By M. Reynes-Monlaur. Translated by M. F. Arendrup.

delivered from this book. It is evident that both had been profoundly stirred in mind and soul by their contact with war on a colossal scale and their addresses show how deeply they had probed their own hearts and how they had felt to the bottoms of their souls the searching questions of the men in the ranks. The result is a curious freshness in the point of view, a new and unconventional realization of the significance of their convictions, which make the book, with its many illustrations of the tendency of religious thinking among the soldiers, one of unusual interest.

Sir W. Robertson Nicoll, editor of the British Weekly, has long been an important influence in English life. A leader of the Nonconformist Church, a goodly proportion of the religious public of Great Britain ever finds its convictions, desires, and inspirations voiced by him. In this book, composed of articles published in the British Weekly during the first two years of the war, he takes up various phases of religious needs in wartime, with special reference to the part which prayer can play in the life of suffering individuals and nations. It is interesting and suggestive to note the gradually changing tone of his thought and feeling as the war progresses, and to see his righteous indignation flaming more and more brightly as the foe's iniquity becomes more and more apparent.

Archdeacon Paterson-Smyth of Montreal, Canada, has collected in "God and the War" fourteen of his own sermons dealing with religious aspects of war conditions and war experiences. His method is to make clear the broad principles of righteousness and then to study in their light whatever moral problem born of the war he has chosen for his subject. Four of the sermons deal with "The Men Who Died in Battle," and offer the message of the Christian religion in answer to the charge to the sinful waste of so much human life.

Gipsy Smith's little book is a breezy compound of stories from the front, of religious experiences, of accounts of what the Y. M. C. A. is doing for the welfare of the soldiers, all told with an earnestness that sends them straight to the reader's heart and an unusual ability to express thought and feeling with point and pungency. His admiration of the British soldiers is very great and after telling some of the things that they and the peoples of France and Belgium have suffered he says: "And all that is for you and me! What sort of people ought we to be, do you suppose? Are we really worth—that?" It is the same idea insisted upon in Sir W. Robertson Nicoll's book. Gipsy Smith ends his little book with this sentence in Italics: "I thank God upon every remembrance of yours."

Sister Clare was before the war French nun in the Convent of Little Franciscan Sisters at Dinant and when the German Army reached that fated town she went with the fleeing population, among the last to leave, a witness of many scenes of cruelty and horror. The author says that his account is true, that he has invented nothing. He has told the whole story with the most delicate art and has made Sister Clare, through all her adventures and miseries, very living and a very sweet and spiritual figure. The climax of the account comes at Rheims when, after having suffered peril of death and many dangers and indignities from the German soldiers and witnessed many atrocities, she listens to the voice in her heart, quells her repulsion and goes to nurse and minister to the wounded German prisoners.

Great Ghost Stories. Selected by Joseph Lewis French. With a foreword by James H. Hyslop, LL.D., Secretary of the Society for Psychical Research. New York: Dodd, Mead & Co. \$1.50 (gold).

Here is a thrilling collection of ghost stories, famous old tales some or them, bits of horror, narratives that ring the changes on the "ghost theme" in general. Every one of them is worth the attention of any one who enjoys ghost stories, and will hold the reader's interest spellbound to the end. Yet this little sheaf of tales, many of which are, so to speak "classics" of an older day, has a significance not inconsiderable as commentary on ghost stories old and new.

Says Dr. Hyslop in his introduction: "Ghost stories lend themselves well to fiction. They leave the imagination entirely free. . . . We may read them without demanding that they shall conform to our sense of reality and without expecting science to restrain the imagination. . . . Perchance in this age, when we are beginning to break down the barriers which science has set to the imagination, and this by an expansion of science itself, we may find the salvation of both the intellect and the will. However this may be, with apertures a proved fact, and on any theory not due to chance in all instances, the fancies of the past may prove to have been founded in fact, however dressed to suit the purposes of literary art."

As a matter of fact, one cannot read the twelve excellent and absorbing stories in this book without realising that in this latter day we have come to make certain demands of ghost stories. We do not go so far as to require an approach to "realism"

—though more than one modern writer adopts a markedly realistic form with the supernatural in fiction—but we do ask more than gratuitous horrors, apparitions, warnings, harrowing of emotional response: we do want a ghost story, (the word is used here as it is used in the book, in the wide sense of fiction based on supernatural happenings), to fasten on, if not to our actual belief or our articulated questioning, certainly to our thought. It is not enough to be thrilled and harried with tales of chinking chains and spiritualistic visitations: intellect as well as emotion demands a part in our interest; we want something to think about as well as to feel; we have traveled far from the materialistic shudders of the Gothic romance.

It is that this collection of older tales, even though it includes the vampire horror of Gautier's "Clarimond" and the moving artistry of Quiller-Couch's "Roll-Call of the Reef," has for the most part a curious quality of removal from a public brought up on—to name only a few—"The Mark of the Beast," "The Turn of the Screw," Mrs. Wharton's "Afterwards" and "The Triumph of Night." Arthur Machen's recent story, "The Terror," Algernon Blackwood's work. All of these "Great Ghost Stories" are thrilling: some are very horrible; few are really intriguing: few haunt us long.

One of the stories in the present book is challenging as well as interestingly "awful" is Thomas Hardy's "The Withered Arm," where-in a woman unconsciously brings evil with her from making a fool of herself, and in time she discovered the garret to be a mere abode of harmless mirth and culture," and she thereupon became a regular "garret girl." How she lived openly with one man as a "spree," and lured another to the desertion of his wife and family, and his own ultimate undoing, she tells with an unashamed coolness which reminds the reader of certain passages in the autobiography of Benvenuto Cellini. Old theologians were given to grave speculation on the subject of the so-called "un-pardonable sin," some contending with much plausibility that it consists in sinking to such a moral depth that the soul can no longer distinguish be-

tween good and evil. To just this condition Hebe Hill seems to have arrived in her early youth. Her devotion to her father is the one beautiful thing in her character. With his death the angel, which we may be found in all of us, seems to have taken wing and to have left her absolutely unmoral person.

The story is clever. The supposed editor gives no asides, no comments. Hebe Hill, unabashed, tells her own tale. The style is a delight: each picture stands out clear and vivid. Not altogether without Carlyle's own tale, we ourselves are made free of "The Happy Garret," and are sure that we should recognize any of its habits, should we meet them. Naturally, such a meeting would hardly be "to edification," for the book holds not one admirable, nor even respectable, character, save a few of minor importance, who are promptly dismissed with a sneer. The moribund father being the least reprehensible of the protagonists. The heroine is as sensitive to niceties of diction as she is dense to corresponding niceties of behavior. We note "averse from," and other evidences of her care for "le mot juste."

## THE HAPPY GARRET

The Happy Garret. The Recollections of Hebe Hill. Edited by V. Goldie. E. P. Dutton & Co. \$1.50 net (gold).

Were this supposed autobiography a real one, its revelations would belong to the class of the impudently frank, which tactfully assumes that the writer, no more than the writer, is possessed of a conscience or of a sense of the fitness of things. Miss Hebe Hill, a young student of medicine, whose childhood had been cursed by a cruel and drunken mother, is introduced by a male acquaintance into an ultra-Bohemian club in London

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### TORPEDO BOAT TACKLED

**'I'm British And Top Dog,' She Signals German Boat, And Battle Begins**

By Clair Price

A British Naval Base, June 20.—Side by side, with their backs to the fire in the little bar of the hotel, their hands behind them and their glasses on the mantelpiece over the grate, stood the Commander and the Captain and the Commodore. Each wore his most bashful smile, the sort of smile that all officers of the senior service wear when the spotlight is turned on them.

The commander was the tallest and thinnest officer in the royal navy. He was also the most inveterate smoker. He was also the shiest. Once, a couple of weeks before, his picture had been printed in one of the papers, and seventeen women he had never heard of wrote him letters wanting to marry him.

The Captain, standing next to him, was the shortest and fattest officer in the royal navy. Wreaths of wrinkles played about his old face, like morning-breezes over a mountain side, as he tried to suppress a smile that refused to suppress.

As for the Commodore, he was busily engaged with a frown that was almost tying a knot in his bushy eyebrows.

### Gold Trappings Glitter

So they stood, the Commander and the Captain and the Commodore, with their yards of gold bands and gold buttons sparkling in lively gold rays out of the still, solemn blue of their monkey jackets.

Now when one has done a certain amount of hanging about the bases of the royal navy, if one is fairly new and decently impressionable, one gathers a more or less definite impression of the royal navy, the more silent it seems and the more utterly removed from strenuousness. For we of the shore dwellers, who have been told time and again that if it were not for the royal navy we might all be cleaning German stables, never see anything of the royal navy except the peaceful office work of the bases or a drawbridge opening to let the night patrol pass silently out or a destroyer bolling silently in out of the off-shore mists for instructions. It comes finally to be a sort of gentle, lasting surprise, this incessant silence, until one wonders just what it is that this royal navy has been, and is, achieving. Possibly this very silence, not only of the seven seas, but what was at the moment of far more immediate importance, of the little bar of the hotel, is its achievement.

### Private Yacht Taken Over

"She used to be the private yacht Siren," said the long, lean commander. "He was 'elling us how he happened to find himself ashore waiting for a new command," "with pretty ladies in her lounge and rows of ancient vintages in her hold and a pleasure cruise to the Mediterranean in the summer end lost hairpins always raising the deuce with her compass. But when the Admiralty took her over, they left us only a tea-table of teakwood on which to play nap for a farthing limit, and they gave us a red-rimmed cask of navy rum and they named her the patrol boat Little Red Riding Hood and sent us out to do our pleasure cruising in the North Sea. And all her crew, all twenty-eight of them, wore the D. C. M. and I"—here he dipped his head and his smile grew quite out of control—"I was your humble servant in command."

### Army Only A Youngster

It was just at that moment that an interruption occurred and the faces of the Commander and the Captain and the Commodore sagged instantly into expressions of a vast aloofness. For one of those strange birds who go about in a mud-colored ensemble of khaki with a Sam Browne slanting across their chests, whose "bar" is drawn not by one of his majesty's Royal Marines with red on his cap, but by a batman whose khaki has an even muddier hue—one of those bipeds whose existence one quite forgets after hanging too long around naval bases—had, from somewhere out of the night, entered the little bar. What he could be wanting here none knew, for everybody knows that since the dawn of history this port has been owned and occupied by the Royal Navy and here of late by the low-easte Royal Naval Reserve and also by those complete pariahs who are believed to call themselves Royal Naval Volunteer Reserve.

Now everybody knows, too, that the army is only a paltry century or so old and advertises itself with morning and evening communiques and is altogether a noisy, lovable youngster, while the Royal Navy traces its lineage by a direct line back to Noah's Ark and is quite sufficient unto itself. But the officers

of the Royal Navy are the kindest men on earth.

So the three of them, the Commander and the Captain and the Commodore, let him stay. "That was six weeks ago," the patro boat? Little Red Riding Hood went out a-roaming and a-roving up and down the North Sea roving and in the ensuing month, with her two four-point-nines, she killed three minnows belonging to our friends the foes and snipped the gun off a U-boat and put three holes at the base of her conning tower and three more holes astern where she carried her surface gasoline engines and her underwater motors and after she picked up as ship's pets four of the mustiest German sailors you ever smelled; and when she had logged 2,567 miles and her commander had lost three half-crons to his crew at the nap, she came back to the base bringing with her a Norwegian tramp loaded down with turnips.

"Well, at the base, she took on coal and stores and ammunition and her commander drew his pay and the crew drew up their wills and she went out one night toward the Right of Helgoland.

### Torpedo Boat Picked Up

"It was a little after down on the morning of her second day out, about half past two in the north-north-west of Helgoland when the Little Red Riding Hood picked up a torpedo boat about twice as long as she was, some 5,000 yards dead ahead and steaming to starboard at about thirty knots.

"Of course, she rang down full speed to her engineer and ran up "Who are you?" and the answer was "Who in heaven are you?" and Little Red Riding Hood answered that she was "British—and top dog!" and sent out a hurry-up call for a destroyer and closed with all her twenty-four knots she had in her and the for'd crew led with twenty rounds in a minute and a half.

### Enemy Gets Range

"Well, the torpedo boat stood about and circled wide off the port quarter at about 3,000 yards, her gun barking away at the smoke she made. And after a while, she began to get the range. In about ten minutes she dropped one astern that sent the after gun spinning into the sea and made gulls' meat of its crew. And then the wireless came down in a tangle on the deck and with it the white ensign, clean and very neat and white, ensign—although before it had hit the deck, the cook who had been running ammunition for the after gun, leaped at it and ran up to Little Red Riding Hood's little crows' nest and made it fast to the foremast.

"By that time, with only the for'd gun left, it was only a matter of time, of course, but we were near Fritzburg until the destroyer came up, after which there'd be prize money." And just then the for'd gun, which was almost red hot, decided to misfire.

### Old Rule Overturned

"Now, there's a very old rule in the service which was laid down about the time of the Medes and Persians, to the broad, general effect that a full half hour must elapse between the mounting of a gun and the opening of the breech block thereto. The reason is quite simple: The cartridge may have taken fire and be smoldering in the gun ready at the first touch of the breech lever to explode and blow out the breech and kill the crew and wreck the gun.

"And Maguire, who'd been driving his crew at the maximum rate of four miles per minute, knew it and jumped from the telescope to the breech lever and bellowed, 'Stand clear!' and his crew hurt themselves trying to get down the forward companionway all at once. It rather took me by surprise, for I flopped down flat right on the bridge deck. But were you ever picked up off a floating piece of wreckage by a destroyer?

"I used to hate them; the beastly fellows swank about as if they owned the sea, but in that moment all was forgotten. Anyway, that's why I'm here waiting to take out another patrol boat."

And having brought to a close his little fragment from beneath the incessant silence that mantles the senior service, the Commander resumed his habitual silence and his face became as stern as a man can be when he is about with his wife.

But he was brought back with a jerk to the little bar of the hotel when an arm clothed in khaki rose from the depths of a vast armchair opposite him, lifting between its thumb and forefinger a small glass with a wee drop in it, and a voice pronounced solemnly, "I'll run off."

"So cheero for the senior service!"

And the little compliment from the junior service, duly wetted down, sent a sudden rustle of confusion through the Commander and the Captain and the Commodore, standing side by side, with their gold buttons and yards of gold braid sparkling in lively gold rays out of the still, solemn blues of their monkey jackets. And the three of them, the Commander and the Captain and the Commodore (even the Commodore) bowed and put on their

service dress.

Maguire knows what to do with a gun!

"Well, we floated about in the sea amid a silence that was almost uncanny. I had the engineer with me and he kept mumbling something foolish about the Winter Gardens in Blackpool—he comes from Lancashire. I don't remember anything much that he was trying to say, but I remember Maguire yelling over to me,

"Hey, skipper, where do we go from here?"

"That was the kind of crew Little Red Riding Hood had.

Destroyer Appears

The whole thing had taken about fifteen minutes, and in an hour the destroyer appeared and picked us up.

Were you ever picked up off a floating piece of wreckage by a destroyer?

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K. A. Mansfield, J. L. Cowan, second; T. C. G. Pearson, 17 seconds, third. Time—one minute four-fifths of a second.

Two lengths handicap (fourth heat)—won by H. N. Olsen, J. E. Brown, second; N. G. Beale, third. Time—26 seconds.

Two lengths handicap (third heat)—won by A. P. Goldman, (scratch); J. E. Henry, second; A. C. Scriven, third. Time—one minute, six and two-fifths seconds.

Polo summary: Rowing Club—MacDonald, Olsen, Beale, Mansfield, Beres and Brown, Police—Jefferson, Jones, Stubbings, Wilson, Page, Knight and Hunter. Referee: MacGregor.

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Hot weather with moderate and variable monsoon in our regions. Rough sea on the Pacific east of Luzon.

**IMPARTIAL AND PROGRESSIVE**

SHANGHAI, AUGUST 22, 1918

**The Betrayers of Russia**

THE Bolshevik paper *Pravda*, according to a message which we publish today, states that the Soviets' appeal declares that the intervention of Russia in the war is necessary and the Government has therefore completed its preparations to remove to Kronstadt, which is regarded as a safe place.

If this message means anything, it means that Lenin and Trotsky, who have already betrayed Russia and the Allies, are about to come out into the open against the Allies.

They have apparently decided to frankly abandon all pretense of not having been bought body and soul by Germany and to publicly proclaim themselves the allies of their masters—the Germans. Quaking in mortal terror of the fate that they know will be meted out to them by the people whom they have so shamefully betrayed if they remain in that portion of Russia from which the cancer of Bolshevism is being uprooted, they have decided to flee themselves, to Kronstadt, which they regard as a "safe place."

Knowing that the star of Bolshevikism is in the descendant, they seek German military protection.

Mr. Kerensky must have been painfully aware of the plot being hatched, for the further betrayal of Russia by Lenin and Trotsky when recently he made his dramatic utterance at London about the inevitability of Russia's once more coming into the war. Everyone will agree that Russia's re-entry into the war is inevitable. In fact, she ought never to have concluded a separate peace with Germany. But the idea of Lenin and Trotsky is not to resume the alliance of Russia with the Entente Powers but to relegate Russia into a state of vassalage to Germany and make the former fight Germany's battles.

We are bound to read into the message under consideration one meaning only—the hatching of a sinister conspiracy to complete the betrayal of Russia by openly surrendering the resources of that country in men and material to Germany so as to give Prussianism a new lease of life and further retard the establishment of democracy in the affairs of the world. Lenin and Trotsky are clearly endeavoring to inflame and incite the elements of Bolshevism which they have so astoundingly fostered in Russia to rise and fight the Allies. They want to chain Russia to the German war-chariot, and the least observant amongst us must now clearly perceive that all the high-sounding manifestos issued by Lenin and Trotsky to mislead the world have been a tissue of falsehoods from start to finish.

The excuse they have decided to fasten on as a *cassis belli* against the Allies is obviously the landing of Allied troops at Vladivostok. It is comparatively easy for men of the moral and intellectual stamp of Lenin and Trotsky to work on the minds of the ignorant and anarchistic elements in Russia in order to turn them against the Allies. They have partly succeeded in this object in Vladivostok itself, for we are told that there is a distinct atmosphere of passive hostility on the part of the native population of that town owing to the predominance of the Bolshevik element, although there has been no open demonstration, the whole attitude of this unfriendly element being one of sullen apathy. This passive hostility is somewhat offset by the fact that in the vicinity of the Czech headquarters at Vladivostok, the most friendly Russians congregated while the parade of the American troops was in progress, and there were repeated outbursts of cheering and the women threw flowers and waved American flags; nevertheless, if the Bolsheviks are able to introduce an element of hostility in Vladivostok itself, they will be much more successful, if they so wish, in inciting the ignorant populace against the Allies in those parts of Russia where the Allies are less powerful.

Lenin and Trotsky however may unwittingly be the cause of Russia's regeneration. In the final analysis, by attempting to throw Russia into the arms of Germany, Lenin and Trotsky are signing their own death-warrants. All the sins of omission committed by the ill-starred ex-Tsar Nicholas pale into insignificance by the side of the sins of commission of the Bolsheviks. In a very short while, the Allied contingents at Vladivostok and other places will be considerably reinforced. Japan, it is said to her credit, is doing her share as an Entente ally, and we do not doubt she will not fail to do still more, if need be, in the near future should Lenin and Trotsky cap their crimes against Russia and the Allies with the crowning infamy of open war against the Allies. The womb of the future is pregnant with interesting and startling possibilities. There is little doubt that the Lenin-Trotsky duo are being given sufficient rope with which to hang themselves. The hapless ex-Tsar Nicholas met the fate of a martyr. His murderers, Lenin and Trotsky, may meet the fate of Robespierre, for tyrants themselves fall when their tyranny has run its bloody course.

**Raoul Lufbery's Own Story** ○ **Began Aviation Service in Far East**

This is the first of a series of articles written by Raoul Lufbery, the famous American aviator, who killed nineteen German aviators in duels in the air. He was at work on his book, telling how he became an aviator, when, on May 19, in his nineteenth duel with a squadron of German aviators, he was killed.

By Raoul Lufbery

It was on the race course at Calcutta, transformed temporarily into a flying field, that I made my debut in aviation, if so odd a beginning may be called a debut. One hot August day, in the year 1912, while I was strolling along the banks of the Ganges River, my attention was attracted by a great crowd of natives who were talking and waving their arms in the wildest excitement. Near by there was a little group of Europeans, who were perhaps equally excited, but, after our Western custom, more restrained in their manner of showing it. I joined this gathering, curious as to the meaning of it.

"The French aviators are coming," some one told me. Then others, eager to give information to a newcomer, pointed out a boat which was coming in to shore. On the deck were two large yellow cases.

"Do you see them? They are crates containing their machines. They are Bleriot monoplanes."

Shortly afterward the boat came to anchor and two young fellows, Marc Pourpe and Joseph Verminck, the aviators, disembarked and were received by their compatriots.

The natives waited patiently while the enormous boxes were being carried ashore. Most of them had heard of aeroplanes, but they had never seen them, and their curiosity was aroused to the highest pitch. A dozen or more coolies were standing near me, were discussing this new event. I understand enough of the language to have been interested and amused at their remarks.

People the world around are a good deal alike, and the skeptic in America who used to say, "No, sir; you can't tell me that man can fly," will be horrified at her boldness. "No wings, no tail. Only the devil could make it fly."

Although I had never before seen an aeroplane, I had followed, from a distance, the progress which had been made toward the mastery of the air. I knew, by reputation, all of the pilots of the period. Their names, their achievements, the facts of their lives, all this was stored in my memory.

I eagerly read all that I could find upon the fascinating subject of flying. Unfortunately, however, I had no technical knowledge. But I have always believed that my love of adventure, and the experience which I gained in seeking it in odd corners of the world, compensated me for my want of schooling in the ordinary sense. This, I feel sure, would hold true in aviation. All that I wanted was an opportunity. Meanwhile I passed hours and hours poring over maps, making imaginary aerial voyages.

At the time of the arrival in Calcutta of the French aviators my ambition to become an aviator, a king of the air, was at its height. Determined To Win

I had no qualifications of any kind for work connected with aviation. Nevertheless, I decided to offer my services to the French pilots. "I will never have another chance like this," I said to myself. "I must make the most of it." Therefore, I went boldly up to M. Joseph Verminck and made known to him my wishes.

He thanked me and said that at least a dozen different offers of service had been made before mine.

"Everywhere we go," he said, "it is the same story. We are overwhelmed with offers. At present we do not need any one. I am very sorry. You will excuse me, monsieur?"

This rather cool reception was a little disheartening. Nevertheless there was still hope for me. After a few moments of reflection, I decided to try my luck with Marc Pourpe.

I found him at work on the ground,

with his mechanics and a gang of five coolies, three Singalese and two Bengalese. While waiting for a favorable opportunity to approach him, I did some quick thinking, trying to find some inducement to offer to make him accept my services. At last, seeing him at leisure for a moment, I decided that it was now or never. After introducing myself I asked him when he expected to begin his flight.

"Haven't any idea," he said, somewhat gruffly. "In three or four days, perhaps. Depends on how long it will take me to erect my hangars with this coolie labor. I tell them to do one thing and they do another. I explain to them how I want something done and they do it in exactly the opposite way."

Rushed Up Hangars

Then I said, "Will you let me ask you another question?"

"Fire away."

"How long will it take you to assemble your two Bleriotas?"

"Half a day," he replied.

"Very well," I said. "I have lived in this country for a long time. I speak the language and know the customs of the natives. You are a stranger here, and will never be able to get them to do your work in the way you want it done. It is now eight-thirty. If you will allow me

to help you, I promise that before evening your two hangars will be erected and that you will be able to start flying tomorrow afternoon."

To my great joy he accepted and, as I assured him, he was able to give his first exhibition flight the following day. This little triumph not only gained me the friendship of the two aviators, but it brought as well the opening for which I had so long been waiting.

As a reward for my assistance in erecting their hangars they gave me a position as lecturer upon aeronautics. It was not exactly a logical promotion, but they felt that they owed me something. "Therefore," said Marc Pourpe, "we'll make him a lecturer, and he can tell the natives what he doesn't know about aeroplanes."

I who had never in my life before seen an aeroplane, found myself under the necessity of explaining to visitors, the functioning of the machines! I had to describe the mechanism of the motors, and the construction of the bodies, tell how and why these strange craft were able to overcome the law of gravity. And all that I knew of these matters I learned through the local Calcutta papers. Several of these had printed articles about the Bleriot monoplane and the Gnome motor.

**Learned Aero Dynamics**

I studied these accounts, of course, and more carefully perhaps than the average reader. With this knowledge as a basis, and with a few large technical terms with which to awe the ignorant, I would have been a poor lecturer had I failed to convince them of my wisdom as a professor of aero-dynamics.

At 2 o'clock on the day when I was to begin my new duties the great Indian capital gradually awakened from the afternoon siesta. As though by some enchantment, the empty sunlit streets, checkered with deep patches of shadow, were suddenly filled with people—hundreds, thousands, tens of thousands of them, a human tide, murmuring, many-colored, slowly moving. It poured from every tiny street and alley.

The grand route, leading to the race course where our little blue hangars were, was packed, as far as the eye could reach, with incredulous natives, who had come to see for themselves if it was true that men could fly in the air. As I saw this multitude approaching I went to my place in one of the hangars and there awaited our first visitors to whom I was to explain the mysteries of this strange new bird, as strange to me, almost, as it was to them.

About twenty Bengalese entered first. They were wealthy men, and wise with the wisdom of the East. But they knew nothing about aeroplanes, and listened gravely to my explanations. They were very attentive, too attentive perhaps. I was so much encouraged by the impression I seemed to be making that I went on more boldly, more eloquently.

I gave free play to my imagination. I told them things about the Gnome motor which the builders themselves did not know, and from this plunged into a learned discourse upon the monoplane itself, air currents, air resistance, how these forces act upon planes, etc.

While I was in the midst of my lecture a group of English officers entered and I was compelled to put a check upon my too fertile fancy. Nevertheless, after they were all gone, I was very well pleased with myself. And the Indians, I am sure, felt that they had more than the worth of their two rupees.

**Vermick Killed**

Two months after my meeting with the two French aviators, we arrived at Saigon, a large commercial center in Cochin-China, and visited the machine which I had with the help of some Europeans who had come out to witness the flight. Coolie by coolie we had to unlock their fingers.

I shouted, motioning them to let go, but they only took a firmer hold. It was necessary to pry them loose from the machine, which I did with the help of some Europeans who had come out to witness the flight. Coolie by coolie we had to unlock their fingers.

"La Curieuse," being at last free, rolled swiftly along the ground and, gathering speed, rose gracefully into the air. A murmur of surprise, delight, incredulity arose from the crowd, then a great shouting and gurgling. The man-kite could really fly! The natives were wild with joy. Their high guttural voices sounded like the gurgling of water in a swift mountain stream.

As for myself, I could hardly believe my eyes. I had assembled the machine carefully, but being inexperienced I feared that something would go wrong. As I watched it circling over the town, responding perfectly to the wishes of the pilot, my joy must have been plainly visible. This day was one of the proudest and happiest of my life. I shall never forget it.

Gliding gently down over the crowd, Pourpe landed, jumped from his seat and came looking for me. I guessed that he was as relieved as myself, and, big-hearted man that he was, wished to compliment me for assembling "La Curieuse" without error. Before I could reach him he was surrounded by a crowd of Europeans and upper caste natives who were eager to shake hands with him.

**Native Dancers Awe**

Whether awed or frightened at the thought of performing before the flying man I can't say. But they did not dance. They stood motionless in the space which had been cleared for them. Other natives were ordered to urge them into their dances, which they did with rods, beating them lustily on legs and backs. The effect of this heroic treatment was hardly noticeable. A few of the dancers raised their arms and extended them in the sinewy gesture which marks the beginning of the dance, lifting one leg in unison with the movement.

It was placed behind the elephants, near the head of the procession, and was pushed by six robust natives. They, too, must have thought it a "funny bird." I would have given much to have known their thoughts as they pushed it along, on the wheels of its landing chassis, through the crowded, gayly decorated streets. Following these came other coolies carrying the wings and the elevating planes. Despite their burdens they held themselves very erect, proud of the honor of bearing parts of the marvelous man-kite.

Riding in a jinrikisha, I formed the rear guard of the strange procession. My "homme-cheval" threw out his chest, disdainfully regarding his comrades in front of him, who

with emotion, he pinned upon his breast the Grand Cross of Cambodia. Great Queen Bee Flies

Having gone from success to success in Cochin-China, we set out for Tonkin. There the French authorities had prepared a program for us; two exhibitions at Haiphong, a flight from this city to Hanoi, two exhibitions there, followed by a second flight to Langson and the frontier of China. Nom Dim was also to be visited by "La Curieuse."

And I, too, gazed proudly from side to side as we moved slowly along; for although I was not the hero, I was his chief and only mechanician, which was honor enough for me.

We made a triumphant passage through the city and continued our way to the field selected for the exhibition. At the edge of the road I saw a group of country women who stood, gazing at "La Curieuse" with their mouths wide open and their eyes staring out of their heads. I asked the Annamite sergeant-interpreter what this was the matter with them.

"Oh," he said, pointing to one of the coolies who was helping to push the body of the Bleriot, "him very much ill. Him say to country women, 'see big fish we catch in Mekong River.'

It was evident that the women believed this. They were literally stiff with terror.

At last came the hour for the exhibition. The little monoplane was ready for flight, and an enormous crowd had gathered to witness the incredible event. With the help of a gang of coolies, I had assembled it for the first time. I was very uneasy, and examined every wire and bolt carefully several times, fearing that I might have overlooked something small but important.

Marc Pourpe walked hastily out from the tent, looking at me with an air not entirely of assurance.

Nevertheless, without a moment's hesitation, he climbed into his seat and gave me the signal to start the motor.

**Fears An Accident**

Now I had arranged beforehand with some coolies that they were to hold to the tail of "La Curieuse" while I spun the propeller. I was afraid that they would let go and run the moment they heard the roar of the motor, before Pourpe could try his regale to see if the engines were running properly.

Therefore I had threatened them, saying that if they did so, I would give them an awful beating and report them to King Sisowath, who would certainly give them another one.

This threat succeeded beyond my hopes. I was greatly relieved to see them hold on even though the motor roared, in what must have been, to them, a very terrifying manner.

Marc Pourpe raised his left hand, the signal for "all clear," but the coolies paid no attention. They hung on with all their strength, their black hair streaming out in the wind from the propeller. As many as could find a hold were clinging to the machine, and the others had their arms locked around the bodies of their comrades, their feet braced and their heads bent.

I shouted, motioning them to let go, but they only took a firmer hold. It was necessary to pry them loose from the machine, which I did with the help of some Europeans who had come out to witness the flight. Coolie by coolie we had to unlock their fingers.

"La Curieuse," being at last free, rolled swiftly along the ground and, gathering speed, rose gracefully into the air. A murmur of surprise, delight and admiration arose from the crowd, then a great shouting and gurgling. The man-kite could really fly! The natives were wild with joy. Their high guttural voices sounded like the gurgling of water in a swift mountain stream.

This was the opinion of all the natives everywhere. They thought "La Curieuse" was only a very wonderful man-kite which was pulled along at the end of a string by coolies. In some places which we visited they would not be convinced, even though they saw Pourpe's Bleriot flying without any apparent help from the ground. The string was concealed well, but nevertheless they were sure that coolies, as well hidden, were pulling it along.

The Chinese are master kite builders. In one town they made a kite which was an exact model of Pourpe's Bleriot. It would fly wonderfully, but it was silent, it didn't sing when it flew, like "La Curieuse." So they tied on a box of bees to simulate the sound of the motor. The bees did their best. They made a fine buzzing noise on the ground, but high in the air the Chinamen couldn't hear them, although they listened very intently. This was a droll incident. The Chinese were jealous of us Europeans. They didn't like to admit that anyone, least of all "foreign devils," could make better kites than theirs. Named "The Eagle."

The old king, wishing to honor so distinguished a guest, had given orders for a series of native dances.

The dancers now took their places, their faces grotesquely masked, wearing enormous head-dresses, tall and tapering and many storied, like Chinese pagodas.

**Native Dancers Awe**

Whether awed or frightened at the thought of performing before the flying man I can't say. But they did not dance. They stood motionless in the space which had been cleared for them. Other natives were ordered to urge them into their dances, which they did with rods, beating them lustily on legs and backs. The effect of this heroic treatment was hardly noticeable. A few of the dancers raised their arms and extended them in the sinewy gesture which marks the beginning of the dance, lifting one leg in unison with the movement.

But there they stood, incapable of further movement. Others stood on both feet taking their punishment stolidly. At last the persuaders, exhausted by their efforts, gave up in despair.

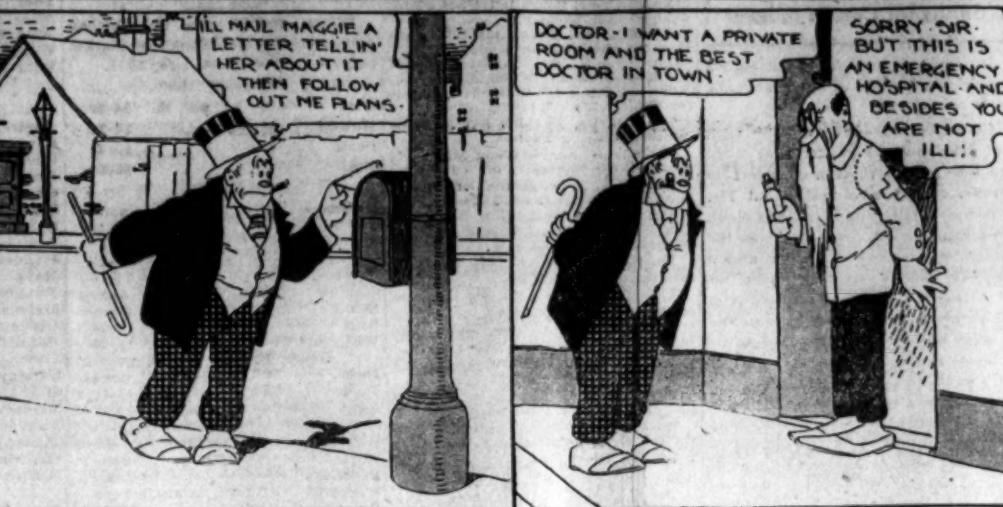
One other picture remains fixed in my memory. It is that of King Sisowath, followed by his ministers, descending from the royal box at the close of the fete. He motioned for the little French aviator to approach him, and then, with hands trembling

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**If Money Will Win The War**

By Sam W. Small, Jr.

If money will win the war, the palm of victory may as well be awarded the United States now as later. The money is here, and it is all for the war.

Never in the history of the world has such a plenteous stream of gold flowed in and out of a nation's capital as is passing through the United States Treasury each day. The

figures are so great as to challenge belief, but the figures of the Treasury of the United States have never lied, and it is not to be supposed that they have joined the Annanias Club at this critical moment of the nation's history.

If the author of the handy manual of useful information discovered by O. Henry in one of his stories were on the job in Washington today he

could string dollar bills from here to the moon, with a loop around saturn, and streamers to blot out the Milky Way to bring home in a picturesque way some of the Treasury's war liens.

Sufficient it is to say that the Bureau of Engraving and Printing, which prints the money and other obligations of the United States Government, has two years' work ahead of it running at full speed, night and day, and every piece of paper backed by the gold and wealth of the strongest government, financially, that has ever existed.

**A Quiet Side-light In Millions**

June 15 the income and excess profits taxes under the existing revenue law were due. To make the matter of the payment of taxes easier for the tax collectors and the Treasury Department, Secretary of the Treasury McAdoo named a number of banks throughout the country as depositories for these taxes. They were required to notify the Treasury, through the several Federal Reserve Banks, of the amount of tax money on hand and the Treasury, at its will, could make a draft for a amount and cover it into the Treasury.

Without a halt or a hitch this money piled up until the Treasury, on June 14, had to its credit from income and excess profits taxes the tidy sum of \$725,000,000 at the designated banks.

A week later at the close of business it was estimated at the Treasury that the sum had grown to \$1,500,000,000, with more and more to follow. The big point is that in a week's time the Treasury had been enriched in actual cash by about \$600,000,000 by the payment of income and excess profits taxes, and that in a week the cash returns from such taxes were more than three times as great as in any year in other times, and that without a ripple above that created by the ordinary day's business in war time.

The total of income and excess profits, according to the latest figures of the Commissioners of Internal Revenue, is \$2,700,000,000 and may run to \$3,000,000,000. All this or so great a percentage as to make it a round figure was paid by June 25. A large amount came to the Treasury through the maturing of tax certificates of indebtedness on that date. This means that the Government anticipated the payment by selling tax certificates, but it also means that the Treasury is just that much richer when the certificates are redeemed.

**Acknowledge The Coin**

I caught one of the highest Treasury officials in a fascinated study of the balance sheet today. The sheet in front of him looked like a series of scores by innings of baseball games that had run into extra innings.

He turned from his study with a deep sigh and said:

"I never would have believed it if I had not seen it with my own eyes. Hundreds of millions of dollars, thousands of millions of dollars, coming in and going out, and all as quiet as a Sunday drink in Washington. And in that connection wouldn't these figures do the heart good in barren spots if figured out in beer money? At least, they would attract more attention than in prosaic dollars and cents."

"We old men of the Treasury have to acknowledge the coin. We've got it. But I want to say right now that none of us ever expected to live to see the day when this flood of money would swirl around us. We were no Noahs. We didn't see it coming. Why, I remember the time when \$50,000,000 in a Government loan almost disrupted the country. Now it is a mere incident in an ordinary day's business."

**Banks Stronger In War**

Talk of the vast sums that are being handled each day in Washington might give the impression that the country is being drained of its wealth. The banks are the barometers of the country's wealth and confidence.

In hard times the banks suffer, and panicky conditions, where confidence in the Government finances is not well established, bring them to the verge of ruin. Financiers and students of the financial pages know the effect

that war has had upon the banks of the country, but the lay reader may not have given the matter attention.

The last National bank statement, just issued by Comptroller of the Currency Williams, as of the last call of May 10, gives some idea of what is happening to the banks of the country.

The reports of condition of all national banks, as of May 10, 1918, show total resources on that date of \$18,249,000,000, an increase over the previous call of March 4, 1918, of \$224,000,000, and an increase as compared with the corresponding call a year ago, May 1, 1918, of \$2,105,000,000.

That shows a pretty healthy condition of Uncle Sam's pocket money, ready for his call, and is a fine message to send across the sea to Bill Kaiser, who is scraping around for his pennies to rattle together, and is working his printing presses overtime to get out flat money and obligations without anything but a wart-hog moustache and a tin helmet behind them.

**The Manicure Lady**

By William F. Kirk

"I seen another parade today, George," said the Manicure Lady. "Honest to goodness, it's getting so a person can't get to work nowadays, with so many things to see on the streets."

"I ain't got no time to look at parades. I gotta tend to business," said the Head Barber. "You lost two customers hanging out around that parade."

"I don't care," said the Manicure Lady. "When a girl is thinking of her native land, George, and them glorious Stars and Stripes which is floating in the heavens above, like it says in the popular songs, a girl ain't likely to be thinking about how she can get a two-bit tip from some dude. I have noticed lately, George, that my notions is changing a lot about life. I used to think it was perfectly grand to be going along and getting by, maybe saving a few pennies now and then, but that's all changed for me. I think more now about this here Land of the Free, and what I can do to help it."

"That part's all right," said the Head Barber, "but you gotta think of your work, too. I'd like to be out watching parades myself, kid, but I've got my work to do, and if I didn't do it, I'd have to move. You've been taking it mighty easy lately, I've noticed. You must be figuring on quitting."

"Not voluntary," said the Manicure Lady. "If I go I go by request, and you'll have a swell chance getting another dame like me when I drift out, George. And that ain't no gypsy's warning—it's the cold facts. There ain't many girls would last as long around here as I done, believe me."

"There ain't many girls would get away with the independent stunts you spring around here," declared the Head Barber. "Who do you figure you are—the Queen of Sheba or a working lady—which?"

"I figure I'm just who and what I am," said the Manicure Lady, "mostly on the job and always polite, which is more than I can say of some others around here. If you ain't got patriotism enough in your heart, George, to stand and watch a band of soldiers go by you belong somewhere else and not in America."

"I got something better to do than watch others going to fight my

battles for me," said the Head Barber.

"Yes, you've got to stay here and fight battles with me!" exclaimed the Manicure Lady. "You make me tired, George! You've got a swelled head ever since that young millionaire gave you the five dollar tip the other day. I didn't think much of his brain when I seen him giving you five, George, believe that! Think of a man in his right senses giving a barber five dollars for a twenty-cent shave! You gotta admit you had your nerve right with you to take it, George!"

"What comes my way I mostly take," said George. "But I bought a lot of Thrift Stamps last week with my tips."

"That's different," admitted the Manicure Lady. "You done all right, then. You done just what I would have done, only tips is things of the past around this corner of the shop—sweet memories that blesses and burns, as it says in the song. But if you bought them Thrift Stamps, George, I'll take back all I said. I wonder if I'll ever get the old trade back? I wish they'd had Thrift Stamps in the golden days of long ago, George, when our girls was making our forty and fifty customers a day. Everybody took the best care of their nails them days, but I guess they need 'em now to scratch up the dough."

**Panegyries On Parliament**

The following are some of the congratulatory telegrams received by the new Parliament from the provinces:

From General Chang Ching-yao, Tuchun of Hunan: "On receipt of a telegram from the Central Government respecting the inauguration of Parliament on the 12th instant, we are glad to note that henceforth there will be a legislative body in our Republic, which is now placed on a permanent and firm foundation. The people of the whole country rejoice, because they are confident that the welfare of the Nation and their interests will be carefully attended to."

The Nation is happy as all the

members of the Parliament are men

of talent and experience, and have

already enjoyed good reputation in

the provinces. On behalf of the gentry,

merchants, etc., of the whole province,

I, Chang Ching-yao, congratulate you on your success."

From General Ni Shih-chung,

Tuchun of Anhui: "There is indeed

cribrijoy all over the country on

account of the inauguration of Par-

liament. This is indeed the most

critical time of the Nation when

everything is in an unsettled state,

and the inauguration of Parliament is

therefore most opportune. Owing to

the wisdom and sound counsel of the Members of the Parliament, we have not the least doubt that rapid progress will be made in the administration, and the people of the country will enjoy peace and prosperity. I tender my hearty congratulations to you, when I turn my thoughts to the changes and reforms introduced by them, and the foundation of the Republic will be laid on a sound and permanent foundation. We rejoice for the Republic, and congratulate the people on their future possibilities."

requirements of the time, and they will no doubt be able to effect the salvation of the Nation. They are to win lusters for the Nation, and express the will of the people, and nations will be surprised at the changes and reforms introduced by them, and the foundation of the Republic will be laid on a sound and permanent foundation. We rejoice for the Republic, and congratulate the people on their future possibilities."

**ARTS & CRAFTS, LTD.****SIMMONS**

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**HAIR, FIBRE AND KAPOK MATTRESSES**  
**BOLSTERS, PILLOWS, BLANKETS, SHEETS.**

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SHANGAI, HONG KONG, BOMBAY.

24 Kiukiang Road, Alexandra Buildings, Oriental Buildings.

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GREAT BRITAIN'S LARGEST PAINT & VARNISH MAKERS. FOUNDED 1770.

Caledonian Works, POPLAR, LONDON, E.

**At the Front**

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for military purposes

Oliver Typewriter Agency: 1, Foochow Road.

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**SINCERE, THE UNIVERSAL PROVIDERS**

Sell everything of the best and newest

Always welcome inspection

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**Cold Drinks**

**Refreshments**

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Brass Band in attendance.

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**Refracting and Manufacturing**

**Toric Lenses**

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**Sun Glasses in Various Shades**

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"I got something better to do than

watch others going to fight my

"We old men of the Treasury have to acknowledge the coin. We've got it. But I want to say right now that none of us ever expected to live to see the day when this flood of money would swirl around us. We were no Noahs. We didn't see it coming. Why, I remember the time when \$50,000,000 in a Government loan almost disrupted the country. Now it is a mere incident in an ordinary day's business."

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"I got something better to do than

## FINANCIAL AND COMMERCIAL NEWS

## LANGKAT OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra Director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitaatie in Langkat:

"The output of crude oil for the week ended August 18 was 290 tons."

## BAR SILVER

*Reuters' Service*  
London, August 19.—Today's Silver Prices were:  
Bar Silver Spot: 48½d. Quiet.  
Previous quotation, London, Aug. 17:  
Bar Silver Spot: 48½d. Quiet.  
London, August 16:  
Bar Silver Spot: 48½d. Quiet.

## LONDON RUBBER MARKET

*Reuters' Service*  
London, August 19.—Today's Rubber Prices were:  
Plantation First Latex Crepe:  
Spot: 2s. 1d. Paid.  
October to December: 2s. 3d. Paid.  
Tendency of Market: Quiet.  
Previous quotation, London, Aug. 17:  
Spot: 2s. 1d. Buyers.  
October to December: 2s. 2d. Buyers.  
Tendency of Market: Quiet.

## The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at  
10 Canton Road,  
Shanghai.

## BICKERTON'S

## PRIVATE HOTEL

73, 74 and 75 Bubbling Well Road.  
Seven minutes from Bund by trams.  
Strictly first-class cuisine under the personal supervision of the proprietress. Separate bathes, hot and cold water, electric light. Tel. W. 1271.

## British-America Assurance Co.

Telephone No. 98  
The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.

## FRAZAR &amp; CO.

## Exchange and Bullion

Shanghai, August 21, 1918.

## Money and Bullion

Sovereigns: buying rate.

④ 4/10 = Tls. 4.14

④ exch. 72.8 = Mex. \$5.68

Gold Dollars: Bank buying rate.

④ 115 = Tls. 86.96

④ 72.8 = Mex. \$119.45

Mex. Dollars: Market Rate: 72.55

Shai Gold Bars: 978 touch Tls. 280

Copper Cash ..... per tael 1821

Native Interest ..... .05

Latest London Quotations

Bar Silver ..... 48½d.

Bank Rate of Discount ..... 5%

Ex. Paris on London ..... Fr. 27.25

Ex. N. Y. on London ..... T.T. \$4.758

Exchange Closing Quotations

London ..... T.T. 4/10

London ..... Demand 4/10

India ..... T.T. 322½

Paris ..... T.T. 860

Paris ..... Demand 860

New York ..... T.T. 115

New York ..... Demand 115½

Hongkong ..... T.T. 70

Japan ..... T.T. 46½

Batavia ..... T.T. 222½

Singapore ..... T.T. 48½

Banks Buying Rates

London ..... Demand 4/11d.

London ..... 4 m/s. Cds. 5/-d.

London ..... 4 m/s. Dcys. 5/0½d.

London ..... 6 m/s. Cds. 5/0½d.

London ..... 6 m/s. Dcys. 5/0½d.

Paris ..... 4 m/s. 65½

New York ..... 0/0. Dcys. 116½

New York ..... 4 m/s. 119

Roubles Exchange

Today's Bank Buying Rate for Roubles

Roubles 1,175 ..... = Tls. 100 nom.

Roubles 100 ..... = Mex. \$11.75 nom.

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls. 3.75 @ 4/91 11

1 @ 64½ Francs 7.29

0.79 @ 113½ Gold 1½

1 @ 46½ Yen 2.38

1 @ 15 Rupees 4.00

1 @ — Roubles —

1 @ 1.20 Mex. \$1.50

## Stock Exchange Transactions

Shanghai, August 21, 1918.

TODAY'S QUOTATIONS

Official

No business reported

Unofficial

Shanghai Docks Tls. 138.50 Sept.

## LONDON COTTON MARKET

*Reuters' Service*

London, August 19.—Today's Cotton Prices were:

Good Middling Texas 1 1/16 inch staple spot: 24.80d.

August: 23.62d.

October: 23.10d.

## Shanghai Cotton Market

In their report for week ending August 22, Messrs. J. Spunt and Co., write as follows:

China Cotton.—In sympathy with the developments in the New York markets ours have been considerably strong, having advanced about Tls. 1 per picul all round. At the close, however, owing to good rains the situation is somewhat easier and a general desire on the part of speculators to sell has resulted in a withdrawal of orders by buyers, and market has therefore receded to its original position of the early part of this week and closes steady.

American Cotton.—As we expected the American situation has entirely changed to what it was reported to be about 3 weeks ago and instead of a crop of 15 million bales we have now a crop of 11½ millions. With such heavy differences being cabled to us, it would be wiser to await further developments; pending decisive news, however, one thing seems quite clear to us and that is the American crop this season cannot be a large one and what with a shortage of labor, fertilisers, and bad weather towards the end of July and the beginning of August, we do not anticipate a crop of over 12 to 12½ million bales. Tone of the market: Firm.

Liverpool:  
Egyptian Cotton, F. G. F. Sakellaridis ..... 36.19d.  
Price of Fine M. C. Bengal 17.68d.  
Price of Good Americans ..... 24.80d.  
Price of Good Americans last reported ..... 22.09d.

Tone of market: Firm.  
New York Market:

Price of Mid American: Oct. 32.45d.

December, 31.85d.

Market: Firm.

Indian Market:

Brocch, New Crop. Rs. 805 per candy

Market: Steady.  
Roubles ..... Rainfall mm ..... Rainfall inches ..... 0.09

## Shipping Items

The I.C. ss. Suivo left Hankow for Shanghai on Monday.

The C.N. ss. Chungking left Hankow for Shanghai on Monday.

The C.N. ss. Tungwo left Hankow for Shanghai on Monday.

The C.M. ss. Hwahua left Hankow for Shanghai on Tuesday.

The C.N. ss. Ngankin left Hankow for Shanghai on Tuesday.

The N.K.K. ss. Nanyang Maru left Hankow for Shanghai on Tuesday.

The C.N. ss. Sungklang left Hongkong for Shanghai on Tuesday.

The C.N. ss. Shengking left Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The I.C. ss. Kutwo left Hankow for Shanghai yesterday.

The C.M. ss. Klangyu left Hankow for Shanghai yesterday.

The N.K.K. ss. Talee Maru left Hankow for Shanghai yesterday.

The L.C. ss. Tuckwo will leave Hankow for Shanghai today.

The C.N. ss. Tatung will leave Hankow for Shanghai today.

The H.O. ss. Changon will leave Hankow for Shanghai today.

The N.K.K. ss. Silyang Maru will leave Hankow for Shanghai today.

The C.N. ss. Sunning will leave Hongkong for Shanghai today.

## Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on August 20, 1918.

Butcher's Meat

Beef per lb. 14-30

Mutton ..... 15-20

Pork ..... 25-30

Veal ..... 35-30

Fish

Bream per lb. none

Mackerel ..... 14-16

Pomfret ..... 40-50

Salmon ..... 20-25

Sardine ..... 14-16

Sole ..... 15-18

Whiting ..... 15-20

Game, Poultry And Eggs

Deer each none

Duck ..... 40-70

Eggs per doz. 15-17

Fowl per lb. 18-20

Geese ..... 60-100

Hare ..... none

Partridges ..... none

Pheasant ..... none

Pigeons ..... 15-16

Fruit

Apples per lb. 8-12

Bananas ..... 5-6

Cherries ..... none

Coconuts ..... each

Chestnuts ..... per lb. none

Figs ..... 2-3

Grapes ..... per lb. 10-18

Lemons ..... 8-16

Lichees ..... 12-15

Mangoes ..... none

Mongosteens ..... per doz. none

Melons ..... 2-3

Oranges ..... per lb. 8-10

Peaches ..... 10-15

Pears ..... 8-10

Persimmons ..... none

Peeboes ..... none

Plums ..... 8-10

Pumelos ..... 10-15

Pineapples ..... none

Strawberries ..... none

Walnuts ..... none

Vegetables ..... each

Artichokes ..... none

Asparagus	per do
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# Chinese and Foreign Banking Announcements

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1852.

Capital ..... \$1,200,000 Reserve Fund ..... 2,000,000

Honorability of Shareholders ..... 1,200,000

Head Office: 11 BISHOPSGATE, LONDON, E. C.

Court of Directors:

Sir Montagu Corinald Turner, Chairman.

Sir Dunstan Carmichael,

T. Cutbushon, Esq.

Sir Alfred Dent, K.C.M.G.

W. H. Nevile Goschen, Esq.

The Rt. Hon. Lord George Hamilton, G.C.S.I.

W. Foot Mitchell, Esq.

Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.

The London City & Midland Bank Limited.

The London County and Westminster Bank Limited.

The National Provincial Bank England, Limited.

The National Bank of Scotland Limited.

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Bangkok Ipoh Rangoon

Batavia Karachi Saigon

Bombay Klang Seremban

Calcutta Kobe Singapore

Canary Kuala-Lumpur Shanghai

Cebu Madras Sourabaya

Colombo Malacca Taiping

Delhi Manila (F. M. S.) Tavoy (Lower

Foochow New York Burma)

Hankow Peking Tientsin

Hongkong Penang Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above

Agencies and Branches and also on

the principal Commercial Cities

throughout the world. Bills of Ex-

change bought, Travelling Letters of

Credit issued and every description of

Banking and Exchange business

undertaken.

Interest allowed on Current De-

posit Accounts, according to arrange-

ment.

Fixed Deposits are received for

twelve months and shorter periods

at rates to be ascertained on applica-

tion.

A. I. D. STEWART,

Manager.

Russo-Asiatic Bank

Bubbles.

Capital (fully-paid) ..... 55,000,000

Reserve Fund ..... 26,960,000

Kpg. Tls.

Capital Contributed by the Chinese Government 3,500,000

Reserve Fund ..... 1,750,000

Head office: PETROGRAD.

Paris office: 9, Rue Boudreau.

London office: 44, Old Broad St., E.C.

Bankers:

London: Messrs. Glyn, Mills, Currie & Co.

Paris Societe Generale pour favoriser le Developement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des

Paris; Credit Lyonnais.

This Shanghai Agency undertakes

all banking operations and exchange

business, grants credits on goods and

approved securities and receives de-

posits on current and fixed deposits

according to arrangement.

L. ARDAIN,

Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000

one-third of the Capital, i.e., Frs. 15,000,000, subscribed by

THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Govern-

ment of the Chinese Republic on

January 11, 1913.

President, Andre Berthelot,

General Manager, A. J. Pernette.

HEAD OFFICE

74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shan-

hai, Hongkong, Saigon, Hal-

phon and Yenanfu.

BANKERS:

In France: Societe Generale pour

favoriser le Developement du

Commerce & de l'Industrie en

France.

In London: London County West-

minster and Part's Bank Ltd.

London City & Midland Bank Ltd.

In New-York: Redmond & Co.

In Italy: Banco Commerciale Italiana

Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Ac-

counts in Gold or Local Currency and

fixed deposits on application.

Every description of Banking and

Exchange business transacted.

Savings accounts in Gold and Local

Currency

G. LION,

Manager.

1 French Bund, Shanghai.

## Hongkong & Shanghai Banking Corporation

(Specially authorised by Presidential Mandate of 15th April, 1915)

Paid-up Capital ..... \$15,000,000

Reserve Funds:—

Sterling £1,500,000 @ 2s. \$15,000,000

Silver ..... 19,500,000

\$34,500,000

Reserve liability of Proprietors ..... \$15,000,000

Head Office: HONGKONG

Court of Directors:

Hon. Mr. P. H. Holyoak, Chairman

G. T. M. Edkins, Esq., Deputy

S. H. Dodwell, Esq.

C. S. Gibney, Esq.

Hon. Mr. D. Landale.

E. V. D. Parr, Esq.

W. L. Fattenden, Esq.

T. A. Plummer, Esq.

Hon. Mr. E. Shellim.

Chief Manager.

Hongkong—N. J. STARR.

Branches and Agencies:

Peking Talyuan Shanghai

Tientsin Kaifeng Ichang

Changchun Wuhu Changsha

Antung Anking Changsha

Dalny Hangchow Nanchang

Mukden Ningpo Kiukiang

Newchwang Nanking Foochow

Harbin Chinkiang Amoy

Karin Hauchow Canton

Tsinan Soochow Hongkong

Chefoo Wusih Swatow

Tsingtau Yangchow Chungking

SHANGHAI BRANCH.

3 HANKOW ROAD.

Loans granted on approved securi-

ties. Local Bills discounted.

Interest allowed on Tael Current Ac-

count at 2 per cent. per annum, on

Dollar Current Account at 1 per cent.

per annum and on Fixed Deposits at

the following rates:

For 3 months at the rate of 4 per

cent. per annum.

For 6 months at the rate of 5 per

cent. per annum.

For 12 months at the rate of 6 per

cent. per annum.

SUNG HAN-CHANG, Manager.

Shanghai, 1st August, 1918.

## Banque Belge Pour L'Etranger

Filiae de la Socete Generale de Belgique

Societe Anonyme

Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.

London office: 2 Bishopsgate, London

Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President: JEAN JADOT

Gouverneur: Societe Generale de Belgique.

Bankers: London: M. ...'s Bank, Ltd.

Brussels: Societe Generale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisenne Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte d'Paris.

New York: National City Bank of New York.

Interest allowed on Current Ac-

counts Tael and fixed deposits accord-

ing to arrangements.

Every description of banking and

exchange business transacted.

M. DEMETS,

Manager for China.

## Yokohama Specie Bank, Limited

## GENERAL SHIPPING NEWS

C. N. C.

CHINA NAVIGATION CO., LTD.

**SWATOW & HONGKONG.**—The China Navigation Co.'s Steamer *Kaiyong*, Captain E. B. Jones, will leave from the French Bund on Sunday, August 25, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG AND CANTON.**—The China Navigation Co.'s Steamer *Songkang*, Captain H. Trowbridge, will leave from the French Bund direct for the above ports on Tuesday, August 27, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**AMOY, HONGKONG, AND CANTON.**—The China Navigation Co.'s Steamer *Sunning*, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, August 29, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**FOR JAPAN PORTS.**—The China Navigation Co.'s Steamer *Yamashiro Maru*, Captain K. Komiya, will be despatched from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**FOR EUROPE, INDIA, STRAITS, ETC.**—The China Navigation Co.'s Steamer *Inaba Maru*, Captain K. Komiya, will leave from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

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**FOR RIVER PORTS.**—The China Navigation Co.'s Steamer *Tsingtao & Dairen*, Captain K. Komiya, will leave from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.**

## Arrivals

Arrived	From	Ship's Name	Flag	Agents
Aug. 21	Ningpo	Hain Peking	Br. B. & S.	Ch. C.M.S.N. Co.
Aug. 21	Newchwang	Toonan	Ch. C.M.S.N. Co.	
Aug. 21	Foochow	Kianghsin	Br. B. & S.	
Aug. 21	Vladivostock	Kuanghsin	Br. B. & S.	
Aug. 21	Hankow	Siuko	R.V.P.	
Aug. 21	Tsingtao	Tafo Maru	Jap. N.K.K.	
Aug. 21	Antung	Santen Maru	Br. B. & S.	
Aug. 21	Chinwangtiao	Tenun Maru	Jap. M.B.K.	
Aug. 21	Chinwangtiao	Shosho M. No. 1	Jap.	
Aug. 21	Chinwangtiao	Shosho M. No. 3	Jap.	
Aug. 21	Hongkong	Suwa Maru	Jap. N.Y.K.	
Aug. 21	Hongkong	Suwa Maru	Br. B. & S.	
Aug. 21	Japan	Kore Maru	Jap. Alexander	
Aug. 21	Japan	Kashima Maru	Jap. N.Y.K.	
Aug. 21	Japan	Omi Maru	Jap.	
Aug. 21	Japan	Shoye Maru	Jap.	
Aug. 21	Japan	China	Am. C.M.S.N. Co.	
Aug. 21	Colombia	Colombia	Am. P.M.S.S. Co.	

apply to The Nissin Kisen Kaisha No. 5 The Bund Tel. No. 401.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer *Nganjin*, Captain Newcomb, will leave from the French Bund on Saturday, August 24, at about 12 o'clock midnight. For Freight and Passage, apply to The Nissin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. *Lengshu*, tons 2,663 Captain Jacks, will leave on Thursday, August 22, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

**HANKOW & PORTS.**—The Str. *Klanghsin*, Captain J. R. Milligan, will leave on Thursday, night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s Str. *Siuko*, tons 2,671 Captain Sellar, will leave on Friday, August 23, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer *Chungking*, Captain J. Meathrel, will leave on Friday, August 23, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents Tel. No. 77.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer *Arabia Maru*, Captain S. Nagata, will be despatched from the China Merchant's Lower Wharf on Friday, August 23, at noon. The steam-launch conveying passengers on board will leave the Custom Jetty at 9 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha No. 4 The Bund Tel. No. 4234 and 4235.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer *Suliyan*, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Friday, August 23, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Co.'s Str. *Nanyang Maru*, Captain K. Taekota, will be despatched from N.Y.K. Mail Wharf on Saturday, August 24, at about 12 o'clock midnight. For Freight and Passage, apply to The Nissin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

**HANKOW & PORTS.**—The Co.'s Str. *Tafo Maru*, Captain S. Horikawa, will be despatched from N.Y.K. Pootung Wharf on Friday, August 23, at about 12 o'clock midnight. For Freight and Passage, apply to The Nissin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

**HANKOW & PORTS.**—The Co.'s Str. *Naoya Maru*, Captain K. Taekota, will be despatched from N.Y.K. Mail Wharf on Saturday, August 24, at about 12 o'clock midnight. For Freight and Passage, apply to Butterfield & Swire, Agents Tel. No. 77, Passage Tel. No. 401.

## For Southern Ports

**NINGPO.**—The China Navigation Co.'s Steamer *Hain Peking*, Captain A. Scott, R.N.R., will leave from the French Bund on Friday, Aug. 23, at 4:30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**MANILA AND SINGAPORE.**—The China Navigation Co.'s Steamer *Arabia Maru*, Captain S. Nagata, will be despatched from the China Merchant's Lower Wharf on Friday, August 23, at noon. The steam-launch conveying passengers on board will leave the Custom Jetty at 9 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha No. 4 The Bund Tel. No. 4234 and 4235.

**AMOY, HONGKONG AND CANTON.**—The China Navigation Co.'s Steamer *Suliyan*, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Friday, August 23, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

**SWATOW & HONGKONG.**—The China Navigation Co.'s Steamer *Kaiyong*, Captain E. B. Jones, will leave from the French Bund on Sunday, August 25, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG AND CANTON.**—The China Navigation Co.'s Steamer *Sunning*, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, August 27, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**AMOY, HONGKONG AND CANTON.**—The China Navigation Co.'s Steamer *Sunning*, Captain W. L. Jones, will leave from the French Bund direct for the above ports on Thursday, August 29, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**FOR JAPAN PORTS.**—The China Navigation Co.'s Steamer *Yamashiro Maru*, Captain K. Komiya, will be despatched from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**FOR EUROPE, INDIA, STRAITS, ETC.**—The China Navigation Co.'s Steamer *Inaba Maru*, Captain K. Komiya, will leave from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**FOR SOUTHERN PORTS.**—The China Navigation Co.'s Steamer *Yamashiro Maru*, Captain K. Komiya, will leave from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

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**FOR RIVER PORTS.**—The China Navigation Co.'s Steamer *Tsingtao & Dairen*, Captain K. Komiya, will leave from the Co.'s Yangtzeopoo wharf on Wednesday, Aug. 28, at ——. The steam-launch conveying passengers on board will leave the Customs Jetty at —— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.**

## GENERAL SHIPPING NEWS

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS.  
FAST SCHEDULE SERVICES.For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW—S.S. *Luensi*, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Huan Lines.The steamers *Wuchang* and *Chungking* are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENSIN (and PEKING via TIEN-TSIN).—S.S. *Tungchow*, *Fengchen*, *Shuntien* and *Shengkiang*.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON.—S.S. *Suliyan*, Sunning, Sinking, Yingchow, Sungkiang and Kaiyong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For Ningpo—S.S. *Hsin Peking*.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, &amp;c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-signed, or from the International Sleeping Car and Express Trains Co. (Aster House), or from Messrs. Thomas Cook &amp; Son, Russo-Australasian Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE,  
Agents 31-33 French Bund.Freight: Telephone No. 77,  
Passage: Telephone No. 401.

## PACIFIC MAIL S.S.CO.

## "SUNSHINE BELT"

## Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers

"ECUADOR" VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY  
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu

For Hongkong via Manila

S.S. ECUADOR ..... Aug. 20

S.S. COLOMBIA ..... Aug. 24

S.S. VENEZUELA ..... Sept. 14

Stammers equipped with most modern improvements for the safety and comfort of passengers. One, and two Bed state-rooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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"COLUSA" ..... 16,000 tons "SANTA CRUZ" 15,000 tons

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SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta

For San Francisco via Cebu and Honolulu

S.S. COLUSA ..... Oct. 10

S.S. SANTA CRUZ .. Sept. 25

S.S. COLUSA ..... Nov. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to

## PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.

Telephone Central 5050

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NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For London or Liverpool via ports.

\*(For Liverpool.)

Tons  
KANAGAWA MARU . . . . . 12,500  
INABA MARU . . . . . 12,500

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMI MARU . . . . . 21,000 Capt. T. Irisawa, Sept. 16  
KASHIMA MARU . . . . . 19,000 Capt. T. Tonawa, Sept. 29

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU . . . . . 7,000 Capt. Y. Nakajima, Aug. 23  
CHIKUGO MARU . . . . . 5,000 Capt. M. Taniguchi, Aug. 27  
TATEGAMI MARU . . . . . 4,500 Capt. N. Tsurubashi, Sept. 3

SHANGHAI, MOJI, KOBE AND OSAKA LINE

OMI MARU . . . . . 7,000 Capt. M. Michida, Aug. 24  
TAKEHIMA MARU . . . . . 4,500 Capt. A. Nakamata, Aug. 31  
OMI MARU . . . . . 7,000 Capt. M. Michida, Sept. 7  
TAKEHIMA MARU . . . . . 4,500 Capt. A. Nakamata, Sept. 14

FOR JAPAN

INABA MARU . . . . . 12,500 Capt. K. Migo, Aug. 23  
KOBE TO SEATTLE

ATSUTA MARU . . . . . 16,000 Capt. K. Inatsu, Sept. 13

FOR HONGKONG

KASHIMA MARU . . . . . 19,000 Sept. 3  
KATORI MARU . . . . . 19,000 Oct. 2

FOR MANILA AND HONGKONG

FUSHIMI MARU . . . . . 21,000 Aug. 23  
SUWA MARU . . . . . 21,000 Oct. 22

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

AKI MARU . . . . . 13,500 Aug. 21  
TANGO MARU . . . . . 14,000 Sept. 18  
NIKKO MARU . . . . . 10,000 Oct. 16

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yulen Kaisha.

Tel. Address: Yulen, Shanghai.

## CHINESE GOVERNMENT RAILWAYS

## TIENSIN-PUKOW LINE

## TIME TABLE

(Published by order of the Administration)

000 — Midnight, 1330 — 130 p.m.

July 1st, 1917, and until further notice

Mail	Mail	Lute	Mile	Peking-Mukden Line	Lute	Mail	Mail
101	3.	L.	B. S.	dep. Peking arr. Tientsin-Central	2.	4.	102.
2085	83	300	0	2200	1950	1020	
2345	112	625	84	1983	1700	720	
2350	1117	640	—	1980	1658	710	
000	1128	600	—	1920	1645	700	
1910	520	230	524	203	1700	1040	

Local	Mail	Tientsin-Pukow Line	Local	Mail
5.	3.	arr. Tientsin-East	4.	6.
715	1130	—	1700	1612
725	1110	2.71	1615	1602
745	1200	—	1613	154.
1135	1500	78	1325	1221
1437	1745	143	1048	720
1801	2021	—	800	640
7.	1.	220	—	—
8.00	2031	—	756	1812
10.19	2231	266	601	1542
13.00	038	—	342	1311
13.15	048	318	339	1256
15.55	318	—	130	1032
18.18	450	—	234	810
9.	2.	420	—	—
6.00	457	—	2329	2010
11.55	833	—	1953	1442
12.04	810	523	1946	142
16.57	1162	600	1648	1302
18.48	1300	631	1590	728

Express	Express	Shanghai-Nanking Line	Express	Express
16.	10.	arr. Nanking-Ferry	140	140
B. S.	B. S.	dep. Nanking	140	650
2200	140	0	1415	650
700	2120	193	755	2300

Yenchow-Tsinlingchow Branch Line		Lincheng-Tszechung Branch Line	
930 136	213	4. Yenchow	6 120 20.0
1020 145	223	2. Tsinlingchow	52 1126 1855

The station for the foreign concession in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service.

S — train has sleep. accomm. 1st &amp; 2nd class. a — train has only 1st class sleep. accomm.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsichowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

BENJAMIN AND POTTS  
SHARE LIST  
Yesterday's Prices

STOCK	Closing Quotations
Banks	\$545
H. K. and S. B.	\$71
Chartered	Tls. 250
Russo-Asiatic	
Marine Insurances	
Canton	\$355 B.
North China	Tls. 120 B.
Union of Canton	\$800 B.
Yangtze	\$210 B.
Far Eastern Ins. Co. Ltd.	Tls. 261 B.
Fire Insurances	
China Fire	\$132 B.
Hongkong Fire	\$325 B.
Shipping	
Indo-China Def.	Tls. 140
Indo-China Pref.	110— B.
"Shell"	Tls. 24 B.
Shanghai Tug (o)	Tls. 37 B.
Shanghai Tug (f)	
Mining	
Kaiping	Tls. 10
Oriental Cons.	27s. 6d.
Philippine	Tls. 0.80
Raub	\$2.90
Docks	
Hongkong Dock	\$145 B.
Shanghai Dock	Tls. 136 B.
New Eng. Works	Tls. 241
Wharves	
Shanghai Wharf	Tls. 731 B.
Hongkong Wharf	\$82 B.
Lands and Hotels	
Anglo-French Land	Tls. 721 B.
China Land	Tls. 50
Shanghai Land	Tls. 68
Weihaiwei Land	Tls. 3
Shanghai Hotel Ltd.	\$131 B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 1871 B.
E-wo Pref.	Tls. 971
Lao-kung-mow	Tls. 120
Oriental	Tls. 58
Shanghai Cotton	Tls. 154 B.
Kungyik	Tls. 161 B.
Yangtszeppo	Tls. 90
Yangtszeppo Pref.	
Industrials	
Butler Tilles	Tls. 25
China Sugar	\$83 B.
Green Island	\$8 S.
Langkats	Tls. 151 B.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 671 B.
Stores	
Hall and Holtz	\$131
Llewellyn	\$30
Lane, Crawford	\$30
Moutrie	\$32
Watson	\$54.00
Weeks	\$121
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 30 B.
Anglo-Java	Tls. 7.20 S.
Anglo-Dutch	Tls. 31 B.
Ayer Tawah	Tls. 24
Batu Anam	Tls. 0.60 B.
Bukit Toh Alang	Tls. 2 B.
Chemor United	Tls. 0.90
Chempakad	Tls. 9
Cheng	Tls. 2.10
Consolidated	Tls. 2.05
Dominion	Tls. 61
Gula Kalumpong	Tls. 5
Java Consolidated	Tls. 14
Kamunting	Tls. 31 B.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 27
Karan	Tls. 101
Kota Bahroen	Tls. 41 B.
Kroewook Java	Tls. 16
Padang	Tls. 11
Pengkalan Durian	Tls. 4.55
Permatra	Tls. 31
Rephah	Tls. 0.821 B.
Samagangas	Tls. 70 B.
Seekoo	Tls. 6
Semambu	Tls. 1.05
Senawang	Tls. 8
Shanghai	

# Business and Official Notices

A mass meeting of Americans is called for 4:30 p.m. at the Court room of the United States Court for China, on Friday the 23rd instant, for the purpose of preparing for the Fourth Liberty Loan Drive at Shanghai.

19044

## LOST

Delivery Order, part of B/L No. 16, steamer "Wosang," voyage 402, from Hongkong, May 18th, 1918. Issued by the Indo-China S. N. Co. calling for 2 bundles Wire. A Duplicate Delivery Order has been issued and the public is hereby warned against negotiating the original.

GETZ BROS & CO.  
OF THE ORIENT, LTD.

19019

The man worth while is the man with a smile when everything goes dead wrong.

EXPERTS IN SKINS  
AND BRISTLES.

TERMS—Cash in advance.  
You pay for samples and telegrams.

We quote cif Shanghai prices,

WIDLER & CO.  
Chungking, West China.  
Born 1918—Still Existing.

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Men's Diseases only  
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Special rates to men in uniform.

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that there  
are products  
superior to  
Elephant  
Head French  
Peppermint,  
but they are  
not to be  
procured on  
this market.*

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DR. T. YAMADA,  
(former Assistant at the Imperial  
Universities at Tokio and  
Fukuoka.)

Internal Medicine.

Children's Diseases.

DR. K. HONMA,  
(former Assistant at the Imperial  
University at Fukuoka.)

Women's Diseases.

Confinements, Surgery,

Skin Diseases.

Venerable Diseases.

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and Massage establishment, fat people  
reduce and benefit your health. We  
also cure rheumatism, nervousness,  
sciatica, gout, limbo, neuralgia and  
alcoholic and neocotin poison.

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If Metal lamps are used to replace Carbon lamps, THREE times as much light may be obtained for the same expenditure of electricity.

### PRICES OF LAMPS.

Candle Power	Price
16, 25, 32 and 50	Tls. 0.40 each
100	" 0.85 "
200	" 2.50 "

Lamps obtainable at above Prices from

MUNICIPAL ELECTRICITY DEPARTMENT  
SHOWROOMS: 471-2 NANKING ROAD, TEL. NO. 2660

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United States and Europe.

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## Official

## MILD STEEL ANGLES

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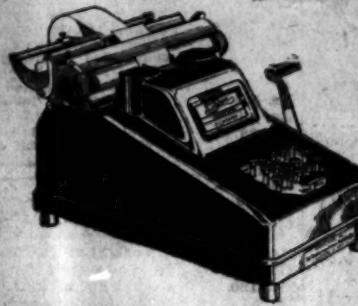
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## Sundstrand ADDING MACHINE



### ONLY TEN KEYS SELF COLUMN FINDER LISTING IN PLAIN SIGHT EXCLUSIVE CORRECTION FEATURES

The simplicity of the Sundstrand Adding Machine makes it possible to put your newest office help on your most important figuring. The self-checking device shows an error at once. The Sundstrand is easily the best Adding-Listing Machine on the Market.

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## The Stewart SPEEDOMETER

is the choice of all motorists who want a speedometer that they can be sure is accurate and dependable

For particulars, apply to the Sole Agents.

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## MASON & CO. CONFECTIONERS

No. 90 BUBBLING WELL ROAD. (OPPOSITE RACE COURSE)

Fancy Cakes and Candies of French Style in All Descriptions

Telephone Central 3529

## NOTICE

We have pleasure in announcing that the undersigned have obtained the lease of the wharf and godowns known as the Yangtze Wharf & Godown Co., Ltd., Harbour Section 10, Pootung, and will from this date carry on the business under the title of

## The Kaiyosha's Pootung Wharf

and beg to solicit the patronage of the shipping public.

THE KAIYOSHA (Company).

Shanghai, 15th August, 1918. 37 Whangpoo Road.

Phone: North 1187.

19017

## Chow Tzu Kong BOOK STORE

### REMOVED

From 241a Szechuan Road

to

111 SZECHUEN ROAD

19007

Amusement Advertising  
will be found on  
Page 8

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must  
be Prepaid

Replies must be  
called for

## APARTMENTS

## WINDSOR HOUSE

14-18 Quinsay Gardens

Comfortable rooms front and back,  
(with bathrooms and verandah), to  
let. Good table.

Telephone North 483.

## No. 8 Quinsay Gardens

British Home, to let from Sept.  
1st one cheerful bed-room with  
bath-room and kitchen suitable for  
middle couple or two children,  
also one front attic room. Table  
boarder accommodation. Apply Mrs.  
G. Pollock.

TO LET: Between 20th September and 31st October for a term of either 2, 4 or 6 weeks, a comfortable Bungalow on the Soai Beach, Korea. The Beach is easily accessible by public motor car from Sharin Railway Station on the main line. The Bungalow is situated on a cliff 70 feet high and is only 5 minutes walk from the bathing beach. It contains 1 sitting room, 2 bed-rooms, 3 wide verandas, kitchen, cellar and servants' quarters. It is fully furnished with the exception of blankets, bed linen and cutlery. Excellent bathing, boating and mountain walks. Fresh milk and all foreign provisions are obtainable in the village. Apply to Box 271, THE CHINA PRESS.

19024 A. 25

## SITUATIONS WANTED

POSITION WANTED by Neutral, at present employed. Has good knowledge of cabling, filing and general office routine. Moderate salary. Please apply to Box 272, THE CHINA PRESS.

19047 A. 24

WANTED position in well-established firm by a young man, well versed in shipping, import, export and Customs work. Over 10 years experience. Reply to Box 274, THE CHINA PRESS.

19051 A. 24

SUITES of rooms suitable for offices, to let in Museum Road and Canton Road. Apply to 10 Yangtszepoo Road or THE CHINA PRESS Office.

19045 A. 27

SPACIOUS GODOWNS on Canton Road and Museum Roads. Ground floor and easily accessible. Apply to THE CHINA PRESS or 10 Yangtszepoo Road.

19045 A. 27

## OFFICES, ETC. TO LET

WANTED: Governess' cart and donkey. Must be in good order. Send terms to Box 270, THE CHINA PRESS.

19042 A. 23

FOR SALE: Motor Car. Buick six cylinder, used six months. Reasonable price. Apply to Box 261, THE CHINA PRESS.

19031 A. 22

## APARTMENTS WANTED

WANTED: Two or three unfurnished rooms with bath-room and kitchen. Reply to Box 275, THE CHINA PRESS.

19052 A. 25

WANTED: Small room with board in Central district by young Britisher. Apply to Box 267, THE CHINA PRESS.

19033 A. 22

WANTED: Office and residential flat, five rooms, vicinity Szechuan and Canton Roads. Apply to Box 266, THE CHINA PRESS.

19038 A. 22

## TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

19015 A. 23

FOR SALE: Victoria with Russian horse, in splendid condition. For further particulars apply to Box 197, THE CHINA PRESS.

19027 A. 23